

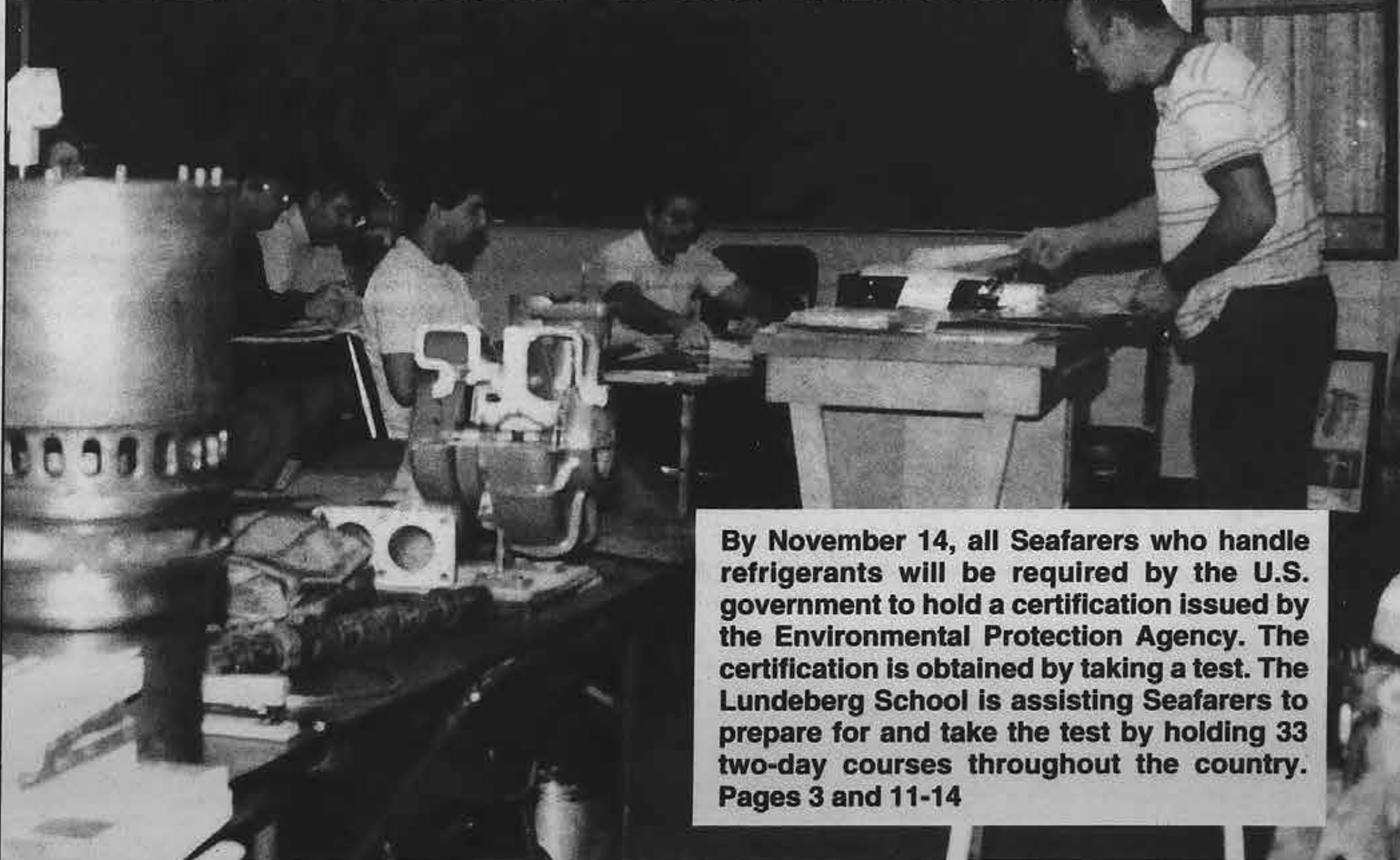
# SEAFARERS

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Volume 56, Number 7

July 1994

## Union Prepares Seafarers For Refrigerant-Handling Exam and Certification



By November 14, all Seafarers who handle refrigerants will be required by the U.S. government to hold a certification issued by the Environmental Protection Agency. The certification is obtained by taking a test. The Lundeberg School is assisting Seafarers to prepare for and take the test by holding 33 two-day courses throughout the country. Pages 3 and 11-14

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## President's Report

### Training — Everybody's a Winner

Seafarers have long known the value of training. It was back in 1952 that the head of the SIU, Paul Hall, instituted the union's training program as a means by which Seafarers could promote their job security and improve their earning power. Not only does this program, now established at the Paul Hall Center for Maritime Training and Education, provide young people entering the industry with the fundamentals of seamanship, but it also gives skilled Seafarers opportunities to advance their knowledge and expand their areas of expertise.

Through this ongoing training program at the Paul Hall Center and its Lundeberg School of Seamanship, the SIU is able to provide the U.S. shipping industry a continuous flow of qualified and productive manpower. With access to such training, Seafarers stay expert and adept in all aspects of shipboard technology changes. The result is U.S. shipping has readily available skilled crews, and the safety and job security of Seafarers is enhanced.

Like the SIU, the other unions representing shipboard labor working aboard deep sea and Great Lakes ships also have training schools or programs. But mariners in one segment of U.S. shipping do not have as many opportunities to participate in entry level courses or upgrading curricula. And that group of crewmembers is made up of boatmen serving on the nation's tugs and tows plying America's coastal and inland waters.

That is why it was no surprise that the National Transportation Safety Board, an independent government agency, in its recommendations stemming from a train accident brought about by a track knocked out of kilter by a barge striking a railroad bridge, called for more training of the boatmen who navigate tugs and tows.

In that September 22, 1993 accident, a towboat crashed into a railroad bridge not far from Mobile, Alabama. In the dead of night and with poor visibility, the towboat's pilot did not use his radar. Eight minutes after the towboat displaced the bridge, an Amtrak train carrying 220 people slammed into the structure and derailed. Three locomotives and four cars plummeted into the water. Forty-seven people died.

The National Transportation Safety Board found that if the pilot had used his radar, he could have determined that he should not turn toward the bridge. The Board found that the towboat's company had not given the pilot proper radar navigation training, nor was a compass supplied to the vessel operator. These findings led the agency to urge the U.S. Coast Guard to develop a radar training course and to require that operators of towing vessels be certified as radar observers.

There is an effort on the part of the Department of Transportation and certain members of Congress to put into practice the Board's recommendations. Unfortunately, there will be those who decry the push for increased safety as just more government regulation or just more operating expenses.

As this debate moves forward, it would be well to keep in mind some facts about training. Training is not a cross that employers must bear. Several prestigious think-tanks have studied the results of training in the workplace. A report issued in 1990 by the Brookings Institution found that in the years 1929 to 1989, job-related learning increased productivity twice as much as technology. Another academic group found that individuals who receive formal training one year later are 30 percent more productive than their counterparts who did not participate in the learning program.

More and more companies and organizations are investing in training their employees. In 1993, according to the American Society for Training and Development, 48 billion private dollars were spent on job training—up 7 percent from the year before. Two training experts found through their research that from 1983 to 1991, work-based formal learning programs increased 45 percent.

Later this summer, Congress will deliberate the House towing safety bill that includes mechanisms to determine the proficiency of crewmembers in work-related skills—mechanisms which will lead to more extensive training for the men and women who work on the nation's tugs and tows. A bill that results in more job training and work skill-oriented courses for the individuals who crisscross the nation's 25,777 miles of navigable waterways will bring with it positive effects for the industry, its workers and the nation. The industry will benefit from increased productivity. Tug and towboat crewmembers will benefit from enhanced job security and earning power. The nation will benefit from having the marine equipment operating close to populous centers and environmentally-sensitive areas in the hands of people who have augmented their first-hand work experience with ongoing training. And everyone—the tug and tow industry, crewmembers and the country—will gain from a heightened awareness of safety.

Volume 56, Number 7

July 1994

The *Seafarers LOG* (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO, 5201 Auth Way, Camp Springs, Md. 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, Md. 20746.

Managing Editor, Daniel Duncan; Associate Editors, Jordan Biscardo and Corrina Christensen; Associate Editor/Production, Deborah A. Hirtes; Art, Bill Brower.

## House, Senate to Tackle U.S. Ship Bill This Month

Committees in both the House and Senate are expected to work on bills dealing with maritime revitalization when Congress returns from its Independence Day recess on July 11.

The House Ways and Means Committee is reviewing legislation approved by the House Merchant Marine and Fisheries Committee in May that calls for a 10-year, \$1.7 billion program that would not only fund a 52-ship program but also a domestic shipbuilding effort.

The Promotional Reform Act of 1994 (H.R. 4003) includes an increase in tonnage fees paid by vessels entering U.S. ports from foreign harbors. Because the bill includes a revenue-raising aspect, the Ways and Means Committee must review the legislation before it goes to the full House for debate and a vote. That review is expected to be finished by the middle of this month.

H.R. 4003 serves as the funding mechanism for the Maritime Security and Competitiveness Act, known as H.R. 2151. That bill, which passed the House last November by a 347 to 65 vote, outlined a support program for the U.S.-flag merchant fleet.

As written, the House bill would raise approximately \$170 million a year beginning in Fiscal Year 1995 by requiring all vessels sailing into U.S. ports from a foreign location to pay a flat 53 cents per registered tonnage. The fee would be charged on the first 12 voyages each year into U.S. ports.

### Senate To Begin Work

Meanwhile, published reports note the Senate Merchant Marine Subcommittee is expected to begin work on its version of maritime revitalization known as the Maritime Security and Trade Act of 1994 (S. 1945) following the recess.

So far, the subcommittee has held several hearings on the bill. Witnesses have included Transportation Secretary Federico Pena, representatives of maritime labor and officials from U.S.-flag shipping companies.

The Senate version more closely follows the proposal laid out by Pena. While S. 1945 also calls for a 10-year program starting in FY 1995 that will fund 52 vessels through an increase in the tonnage tax, it does not include provisions for shipbuilding.

The Senate bill would include

the funding procedure originally proposed by Pena that would raise approximately \$100 million annually. The duties collected on vessels entering a U.S. port from a nearby Western Hemisphere foreign port would go from nine to 24 cents per registered tonnage. On ships entering a U.S. port from all other foreign destinations, the fee would increase from 27 to 71 cents. The duty would be collected only on the first five annual voyages to a U.S. port, as is presently enforced.

Under both the House and Senate versions of the legislation, U.S.-flag liner companies would agree to make their ships available to the Department of Defense (DOD) or allow for space onboard these vessels for DOD cargo during a national emergency in order to be eligible for the funds. The vessels covered by the program must be no more than 15 years old and remain active in foreign commerce.

During the hearings, Senator John Breaux (D-La.), chairman of the subcommittee, had stated he was interested in finding ways to increase the number of ships covered by a maritime revitalization program. Among the proposals he suggested was one to reduce the number of bulkers in the Ready Reserve Force to provide more funds for an additional 20 to 25 working vessels.

The Senate had been delaying work on its version of the legislation to allow the House to complete its efforts. Published reports have noted the Senate would like to finish its work by the August recess in order that a conference committee made up of House and Senate members can craft compromise legislation before Congress adjourns for the November elections.



Senators Trent Lott (R-Miss.), left, and John Breaux (D-La.) consider testimony being given on the Maritime Security and Trade Act of 1994 (S. 1945) before the Senate Merchant Marine Subcommittee. Senate action on the legislation is expected to begin this month.

## 3,000 Times Over, Pensioner Urges Congress to Back U.S. Maritime

Ike Givens retired from the Marine Cooks and Stewards (MCS) in 1976, but he has not stopped contributing to the U.S.-flag merchant marine.

Within the last few months, 79-year-old Givens has collected more than 3,000 signatures on a petition by the AFL-CIO Maritime Trades Department (MTD) that calls on Congress and the administration to take "immediate action to develop programs that will maintain a healthy, viable U.S.-flag fleet and a broad domestic shipyard and marine industrial base."

He garnered support from fellow trade unionists, veterans and other citizens in southern California.

A Mississippi native who primarily sailed as chief cook, Givens says he got the signatures for two reasons. First, he believes in the cause. Second, "I wanted to set a good example for the younger members, show them that being in the union means giving something back," Givens explains. "You know, I sailed for 11 years without a union (prior to joining in 1942 the MCS, which was an affiliate of the SIUNA before its 1978 merger with the Atlantic, Gulf, Lakes and Inland

Waters District), so I appreciate having one.

"I just think you should go that extra mile. In the long run, everyone benefits."

Givens, who still is gathering signatures, recently received a commemorative ship's wheel in recognition of his efforts. The presentation took place at the March membership meeting in Wilmington, Calif.

One of 10 children, Givens says his most memorable days at

sea were spent during World War II. He cites taking part in the invasion of Okinawa as the highlight.

Around that same time, he survived a severe storm which initially had him pondering another line of work.

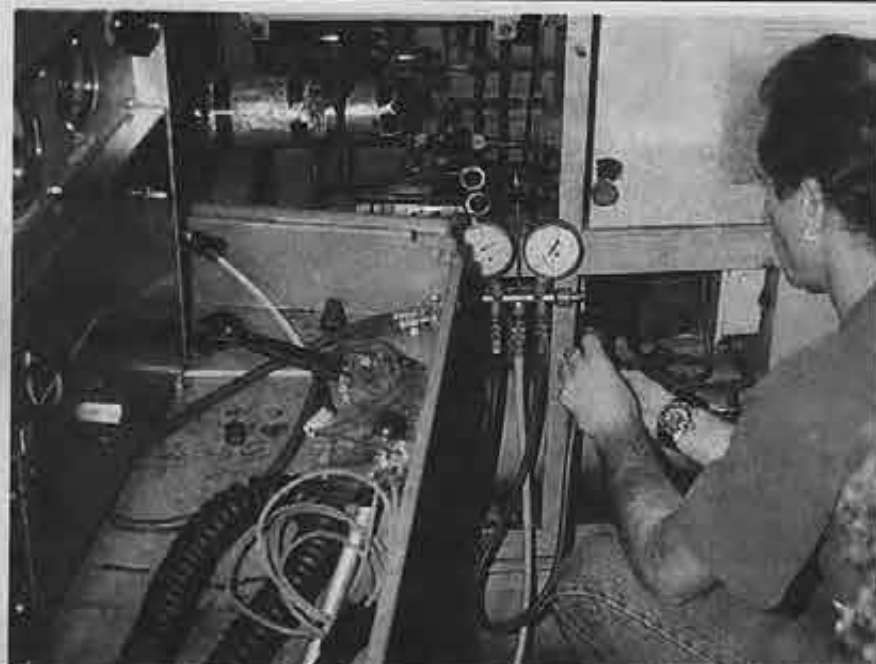
"I remember saying, 'Please, just get me out of this storm and I'll never go back (to sea).' But of course, I went right back out.

"There's just something about the sea that keeps you young."



Retired Seafarer Ike Givens (center) is congratulated by SIU Port Agent George Tricker (left) and SIU VP George McCartney for collecting signatures on MTD petition.





Attaching a manifold gauge set and preparing to recover refrigerant from a ships' stores portable refrigerated box is QMED Mike Brown.



As part of the EPA Refrigeration Technician course, QMED Gary Frazier monitors the process of liquid refrigerant recovery using a site-flow indicator.



Lundeberg School Instructor Eric Malzkuhn (left) makes a point to QMED Gary Frazier during a practical exercise at the Paul Hall Center.

# SIU School to Train Seafarers in EPA Refrigerant Handling

In order to aid Seafarers in obtaining government-mandated certification for handling refrigerants, the Paul Hall Center and its Lundeberg School this month will kick off a series of on-site, two-day courses to be taught at SIU halls throughout the U.S. (For a schedule, registration information and more, see pages 11-14.)

The certification which Seafarers will earn by passing the Lundeberg School's Environmental Protection Agency (EPA)-approved Refrigeration Technician course is required for all QMEDs, electricians, refrigeration engineers, junior engineers and anyone else involved in the repair and servicing of shipboard refrigeration equipment and air conditioning systems, according to regulations stemming from the 1990 amendments to the Clean Air Act.

Those amendments developed ways in which the United States would reduce and then phase out the use of chlorofluorocarbons (CFCs) because of their link to depleting the atmosphere's ozone layer. Because CFCs are commonly found in stationary refrigeration and air conditioning systems, the EPA on May 14, 1993 announced in the Federal Register a number of actions designed to decrease the release of CFCs into the atmosphere. One of these actions was mandating that all individuals who handle refrigerants be tested and certified to do so.

The EPA's deadline for obtaining certification is November 14 of this year. The SIU is requiring that Seafarers who sail in shipboard ratings that handle refrigerants must have an EPA certification card at the time of

shipping after November 14. However, any Seafarer in such a position who is on a ship at that time can obtain his or her certification once off the vessel.

The Refrigeration Technician course already is a mandatory part of engine department upgrading courses at the Lundeberg School. Therefore, any Seafarers who plan to take an engine department upgrading class between now and the November 14 deadline do not need to take the Refrigeration Technician course at one of the SIU halls. However, SIU members who handle refrigerants and who are not planning to upgrade at Piney Point between now and November should take the class and test, which is considered to be quite difficult, at an SIU hall.

### School Moves Quickly

When the federal regulations calling for EPA-certification of refrigeration technicians were issued in May 1993, the Lundeberg School immediately added the EPA outline to its curriculum and applied for approval as a certified refrigerant technician testing facility. (The approval was granted on April 29.)

The two-day course offered by the Lundeberg School prepares the Seafarer to take the EPA exam. The test is divided into four parts. The first 25 questions are basic and general. The next 25 are directed toward small appliances. Passing the core part of the test and the small appliance section leads to a Type I certification.

The next 25 questions cover high-pressure refrigerants. If an individual passes the core part of the test and this section, he has achieved a Type II certification.

The last 25 questions concern

low-pressure refrigerants. Passing this section and the core questions leads to a type III certification. Any individual who passes all the sections—the core part, Type I, Type II and Type III—has earned a Universal certification.

The SIU is encouraging all QMEDs to seek a Universal certification. The minimum most Seafarers who handle refrigerants will need is a Type I, Type II certification, as galley equipment is covered under Type I and ships' stores systems under Type II. Passenger ships are likely to use low-pressure refrigerants, so Seafarers working aboard cruise ships will need Universal certification.

A person may take the test as many times as he chooses. For instance, if in the first go at taking the test, a Seafarer passes Type I and Type II, he can take the test the following month for Type III. If he passes that, he has obtained Universal certification.

Upon certification, Seafarers will receive an EPA card (including an ID number) that will be issued through the Lundeberg School. The certification has no expiration.

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## Inland River Safety Dangers Spotlited by NTSB Report

*Barge's Actions Blamed in Sept. Train Derailment*

The National Transportation Safety Board (NTSB) called for more navigational equipment aboard tugs and towboats as well as extensive training of the crews aboard them in a summary of its final report regarding a fatal September 1993 passenger train derailment from a bridge that had been struck by a tug/barge.

The report went on to cite a lack of proper training for the crew as well as a lack of navigational equipment aboard the tugboat *Mauvilla* as primary reasons for the derailment in which 47 people were killed.

In releasing on June 21 the details of its nine-month study of the accident, the NTSB issued a 21-point set of recommendations to federal agencies and the inland waterways industry to help prevent such an accident from happening again.

### Recommendations Made

The report's recommendations were aimed at such agencies as the U.S. Department of Transportation (DOT), Coast Guard, Amtrak, Army Corps of Engineers and the Federal Emergency Management Agency as well as the American Water-

ways Operators, which represents inland shipping companies, and Warrior & Gulf Navigation, owners of the *Mauvilla*.

Among the recommendations issued by the NTSB—an independent federal agency charged with investigating accidents on America's waterways, pipelines, highways, railroads and airlines—were several calling on the Coast Guard and inland waterways industry to develop radar training courses for towboat operators and to require those operators to hold valid certification when they stand watch on radar-equipped vessels.

The report also stated all uninspected towing vessels should carry the proper navigational equipment in the wheelhouse and that the companies should verify that tow and tugboat operators are proficient in the use of such gear and charts.

In addressing the DOT, the board urged the department to form a task force that includes the U.S. Coast Guard, Army Corps of Engineers, Federal Railroad Administration and Federal Highway Ad-

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## Agency's Recommendations Included in Waterway Bill

*Studds Calls for Trained Crews, Navigation Gear*

The chairman of the House Merchant Marine and Fisheries Subcommittee renewed his call for navigational equipment aboard inland tug and towboats, licensing and training of the masters and mates who operate such vessels, U.S. Coast Guard inspections of the boats and documentation of the boatmen working on them after the National Transportation Safety Board (NTSB) released its final report summary on the cause of a fatal train derailment near Mobile, Ala. in September 1993 when a tug/barge knocked a bridge out of alignment.

Representative Gerry Studds (D-Mass.) issued his challenge hours after the NTSB report blamed a lack of crew training and navigational competency for the accident that killed 47 people.

The congressman noted that as America's inland waterways become more congested with gambling and cruise ships, recreational vessels as well as tankers, freighters and containerships, "Navigating this maze of traffic in often severely constricted channels is a job for licensed professionals operating vessels

inspected to ensure not only their own safety, but that of every other waterway user."

In March, Studds introduced the Towing Vessel Safety Act (H.R. 4058) which addresses many of the findings concerning inland waterway operations released last month by the NTSB.

### Requires Navigational Gear

Among the issues addressed by the bill is the requirement that tugs and towboats carry radar, an electronic position-fixing device, sufficient communications gear, sonic depth finder, compass, adequate towing equipment and up-to-date navigational charts.

The bill would mandate that all towing vessels be operated by licensed masters and mates, whose licenses would carry a limitation on the number of barges an operator could tow. Tug and tow officers would have to show their proficiency in operating the newly required equipment through the use of simulator and written

*Continued on page 6*



# House Panel Clears Cruise Ship Act for Action

Legislation designed to create a U.S.-flag coastwise cruise industry which, in turn, would produce more jobs for American mariners cleared its first hurdle in Congress last month.

The House Merchant Marine Subcommittee approved the U.S. Passenger Vessel Development Act (H.R. 3821 and H.R. 3822) on June 23. The act, which has the support of the SIU, would encourage the construction and operation of U.S.-flag cruise ships along America's Atlantic, Pacific and Gulf coasts.

Under the terms of the act, which is written as two bills, foreign-flag passenger cruise vessels operating from American ports would be allowed to re-flag under the U.S.-flag provided the companies that own the ships commit to build replacement passenger vessels, and then begin construction of the vessels in U.S. shipyards. Both the interim U.S.-flag ships and the replacement vessels would be crewed by American merchant mariners.

## Amendments Added

In preparing the act so it can be considered by the House Merchant Marine and Fisheries Committee, the subcommittee

approved several amendments to the part of the act pertaining to the terms and conditions for re-flagging.

H.R. 3821 deals with how foreign-flag cruise ships already operating from U.S. ports can sail as interim U.S.-flag vessels with American crews while a new vessel is built in a U.S. shipyard. To be considered under this bill, vessels must weigh at least 10,000 gross tons and have at least 200 berths. Cruise ships built to replace interim vessels must carry at a minimum 80 percent of the passenger capacity of the original.

Interim endorsements are good for 12 months unless the owner of the vessel has entered into a contract to build in a U.S. shipyard one or more replacement ships. The endorsement next would expire 12 months later unless construction for the replacement vessel or vessels had begun.

One amendment passed by the subcommittee stipulated that all vessels operating as interim U.S.-flag ships must meet U.S. Coast Guard regulations for foreign ships that sail into American harbors.

Another amendment called for

all repairs on interim U.S.-flag vessels to be made in U.S. shipyards. A final amendment to H.R. 3821 provided that 10 percent of the monthly gross receipts from interim U.S.-flag vessels be placed in an escrow account which would be returned to the company to help pay for the construction of a new replacement passenger ship in a U.S. shipyard.

The other part of the act, H.R. 3822, amends provisions of the Capital Construction Fund and Internal Revenue Service to stimulate the growth of a U.S.-flag cruise industry.

## Union Announces Support

In April, the subcommittee held a hearing on the act during which the SIU testified in favor. The union noted to the panel that

the act could create more than 30,000 seafaring jobs in addition to those that would be produced in U.S. shipyards, port facilities and other related fields.

The SIU pointed out that U.S.-flag vessels crewed with American mariners would improve marine safety because of the strict regulations and standards the ships must meet as well as the training and testing American mariners have to go through.

Finally, the SIU stated that national security would be improved with additional U.S.-flag cruise vessels. These ships could be used during military operations as hospital vessels, recreational facilities, command/control centers and offshore barracks.

The legislation, which was introduced by Representative Jolene Unsoeld (D-Wash.), has been scheduled for a hearing by the Merchant Marine and Fisheries Committee in late July.



Rep. Unsoeld

Only two of the 129 cruise vessels operating around the world fly the U.S. flag—the SIU-crewed *SS Independence* and *SS Constitution*. More than 4 million people took cruise trips in 1992, the last full year that reports are available, spending close to \$5 billion. Approximately 85 percent of the passengers were Americans.

## Pena Releases 4-Point Program To Make U.S. Shipyards Competitive

Transportation Secretary Federico Pena last month outlined a four-point program designed to make America's shipyards more competitive globally.

The policy involves the vessel design compliance programs as well as the elimination of unnecessary regulations concerning U.S.-built vessels that are overseen by the U.S. Coast Guard.

In announcing the program on June 22, Pena noted that the changes "neither degrade safety for the crews and passengers of U.S. ships nor diminish the protection afforded to the environment. These critical safety and environmental goals can be achieved while opening new avenues for U.S. shipbuilders and ship operators to compete on a global scale."

Among the items included in the secretary's initiative are:

- Allowing shipbuilders or ship owners the option to rely on classification society standards rather than specific Coast Guard regulatory requirements;
- Permitting regulatory compliance verification by qualified, responsible classification societies and not just the American Bureau of Shipping, the official classification society for the U.S. government;

- Creating a "model company" program that would allow the vessels of a company that had instituted a rigorous system of quality management to be inspected less frequently by the Coast Guard than is provided for by law; and

- Establishing a Coast Guard oversight program which would verify the quality management programs of participating shipping companies and classification societies.

Several of the provisions in the initiative could be implemented immediately while others needed congressional approval. To that end, the House Coast Guard and Navigation Subcommittee held a hearing on Pena's proposal on June 23.

Rear Admiral Arthur Henn, the vice commandant for the Coast Guard, told the subcommittee that the Department of Transportation agency had already begun work to enact Pena's outline, which was developed with input from the maritime industry.

However, when Henn advised the subcommittee that the legislation necessary to change U.S. regulations could be ready in a year, Rep. Martin Lancaster (D-N.C.) took issue with it.

Lancaster told Henn there is "a

need to move more quickly to protect an American-flag fleet that has been and should be the pride of this nation."

The congressman's response was joined by Eugene Pentimonti, government services vice president for American President Lines (APL), upon whose U.S.-flag container ships Seafarers crew the galleys.

Pentimonti advised the subcommittee that APL and Sea-Land (whose unlicensed crews on U.S.-flag ships are made up of SIU members) presently are building 13 vessels in foreign shipyards and cannot wait another year for legislative action or else the ships will fly foreign flags.

He added, "When Sea-Land asked the shipyard building its newly ordered vessels how much more it would cost to build those vessels to U.S. standards, they were told the cost would be \$10 million more per ship."

A pilot program is expected to begin this month to test whether the alternative compliance program will work. The Transportation Department said it was seeking volunteers and, so far, six companies with vessel inspection certificates expiring in July, August and September have expressed interest in participating.

## Merchant Fleet Is Vital For America's Goals

Civilian and military participants attending a conference addressing the future needs of the U.S.-flag maritime industry and its role in supporting the U.S. armed forces agreed at the end of the two-day meeting that American merchant mariners are a vital component to the country's economic and national security goals for the next century.

Called by the Department of Transportation and the Department of Defense (DOD), the conference included an array of panel discussions and speakers from maritime labor, the U.S.-flag shipping industry and the U.S. military.

The goal of the meeting, held June 21 and 22, was to examine the mid- and long-range requirements for both the U.S.-flag maritime industry and DOD. Conferees took part in workshops and came up with several recommendations dealing with the goal's implications on national security and economic issues.

Among the recommendations outlined by the workshop participants were:

- Maintain a vigorous, active U.S.-flag merchant marine in peace through the use of various existing and proposed promotional programs;

- Declassify and debate a Navy study that reports billions of dollars could be saved by replacing uniformed crews with civilians on auxiliary vessels;

- Guarantee re-employment rights including union benefits for merchant mariners who left land-based jobs to crew ships during national emergencies;

- Permit Ready Reserve Force (RRF) ships to be activated on a reduced operating status;

- Seek full funding of the RRF fleet while keeping its operations within the Maritime Administration; and

- Establish government-spon-

sored training for mariners on rotation or reserve to keep their skills up-to-date.

Maritime Administrator Albert Herberger headed a panel that looked into the economic and national security implications of a U.S.-flag merchant marine. He was joined by John Moran, minority counsel for the Senate Merchant Marine Subcommittee; Geoffrey Ogden, State Department director for maritime land and transport; and Navy Vice Admiral Frank Donovan.

The panel looking into DOD sealift requirements was led by Navy Vice Admiral Michael Kalleres, head of the Military Sealift Command. Also on the committee were Navy Vice Admiral John LaPlante, logistics director for the Joint Chiefs of Staff; Army Brigadier General John Handy of the U.S. Transportation Command; and Army Brigadier General Roger Thompson of the Military Traffic Management Command.

A third panel dealt with maritime industry requirements. Led by Eugene Pentimonti of American President Lines (APL), others taking part were SIU Executive Vice President Joseph Sacco; Jack Goldstein, president of OMI; William Verdon, senior vice president with Crowley Maritime; Kenneth Gauden of Sea-Land; and Coast Guard Captain Gordon Marsh.

A final group looked into Defense Department and industry intermodal requirements. William Lucas, deputy to the commander of the Military Management Traffic Command, and Carl Seiberlich, military programs director for APL ran this panel.

Other workshops looked into DOD and industry needs concerning shipbuilding and manpower. Augie Tellez, SIU vice president for contracts, served as member of the manpower panel.

## Coast Guard, MSCPAC Change Commanders

The U.S. Coast Guard and the Military Sealift Command-Pacific Fleet (MSCPAC) recently underwent changes of command.

Admiral Robert E. Kramek was sworn in June 1 at Coast Guard Headquarters in Washington by Transportation Secretary Federico Pena as the 20th commandant of the Coast Guard. He succeeds Admiral J. William Kime, who retired.

Prior to assuming the position of commandant, Kramek served as the Coast Guard's chief of staff. In that capacity, he was responsible for the agency's management, administration and financial resources.

Kramek's background also includes experience as a surface operations specialist and Naval engineer. He formerly commanded two Coast Guard districts (the 13th in the Pacific Northwest

and the 7th in the Southeast U.S. and Caribbean). Additionally, he commanded the Coast Guard's largest base, which is located at Governors Island, N.Y.

The admiral's awards are numerous, including the Coast Guard Distinguished Service Medal and two Legion of Merit Awards.

Captain Eric B. Shaver recently succeeded the retiring Captain L. Michael Pivonka as commander of the MSCPAC.

The change of command formally took place May 25 at a ceremony in Oakland, Calif.

Shaver had been working at Military Sealift Command headquarters in Washington as the fleet support director. His background also includes sea tours aboard the *USS Allen M. Sumner*, *USS Steinaker*, *USS Thomas C. Hart*, *USS Mount Baker* and *USS*

*Milwaukee*.

From December 1989 to November 1991, Shaver commanded the *USS Cimarron*. During that period, the fleet oiler was decorated for its participation in Operations Desert Shield/Desert Storm, as well as for rescuing Vietnamese refugees in the Western Pacific and North Arabian Sea.

Shaver twice has been decorated with the Meritorious Service Medal.

MSCPAC operates an array of ships crewed by military personnel and civilian mariners, including members of the SIU's Government Services Division. The vessels include fleet oilers, supply and ammunition ships, fleet tugs, missile tracking and oceanographic research vessels, ocean surveillance ships and a hospital ship.



# Car Carrier Re-flagged; Seafarers Join Ship

Seafarers aboard the car carrier *Fidelio* had nothing but praise for the newly contracted vessel being operated by International Marine Carriers (IMC).

"This vessel is really great," Chief Steward Patrick Aquia told New York Patrolman Jack Sheehan when the *Fidelio* docked at Bayonne, N.J. following its first voyage. "With everything so bright and new, the crew is working hard to keep it looking and

operating at its best."

Seafarers boarded the vessel in a Singapore shipyard in March after the Japanese-built carrier was converted to meet U.S. Coast Guard regulations and re-flagged under the U.S. flag. The crew sailed the *Fidelio* to Antwerp, Belgium where it was loaded with automobiles and military vehicles.

The *Fidelio*, built in 1987, is capable of holding 5,800 automobiles per load. However,

the roll-on/roll-off ship was fitted with retractable decks which allow it to carry agricultural implements, tanks and helicopters.

The 620-foot vessel is sailing between the U.S. East Coast and Western Europe, making the roundtrip approximately every 30 days. Its 11,850-combined-horsepower diesel engines are capable of a top speed of 17 knots.

According to IMC Port Engineer Tom Murray, the *Fidelio* will be loaded whenever it crosses the Atlantic. The vessel is contracted to carry American-made Chrysler and Honda automobiles as well as Ford and International farm implements to Europe. The holds on the return voyages will include BMW, Jaguar and Volvo automobiles, Ford and International lawn tractors and U.S. military tanks, helicopters and other equipment.

Besides Bayonne and Antwerp, other regularly scheduled ports of call include Charleston, S.C. and Bremerhaven, Germany.



Recently transferred to the U.S. registry, the *Fidelio* has started sailing between U.S. East Coast and Western European ports with Seafarers making up the crew.



Chief Steward Patrick Aquia (seated, center) says the crew enjoys the *Fidelio's* new look. Joining him are Chief Cook Julius Henderson (standing), SA Carolyn Risky (seated, left) and AB M. Garcia.

## Matson Begins W. Coast Shuttle and Feeder Service



The SIU-crewed *Manulani* begins weekly feeder shuttle service between Los Angeles, Seattle and Vancouver as of July 10.

## Golden Monarch Is Converted From Tanker to Bulk Grain Carrier

Apex Marine Corp. recently completed a major conversion project involving the SIU-crewed *Golden Monarch*.

Formerly a tanker, the 19-year-old vessel was converted to a bulk grain carrier and also underwent numerous upgrades. It is scheduled to sail from Korea early this month.

"Apex Marine's decision to complete this conversion was based upon a strong commitment to the American merchant marine and the cargo preference program," said Robert Kunkel, senior marine superintendent for the company. "The project was envisioned to promote the U.S. merchant fleet, lower U.S. cargo preference rates and continue to prove that U.S.-flag vessels are cost-competitive and reliable."

The *Monarch's* existing cargo space was increased by removing the longitudinal bulkheads and installing upper and lower hopper plates to create a modern bulk carrier cargo hold space. Most of the work was done in the Hyundai Mipo Dockyard of South Korea.

Additionally, the ship's cargo access and transfer systems were upgraded in the United States. A new type of hydraulically operated hatch cover system (specially designed for conversions of this type) was installed.

Along with those conversions, the 90,000 DWT *Golden*



As part of the conversion process, hydraulically operated hatch covers were installed at the main deck.

*Monarch* underwent major refurbishing in its propulsion plant and machinery space, also in the U.S. Modifications were completed in the vessel's combustion control and fuel oil delivery system, taking advantage of new shoreside power plant tech-

nologies and applying them to a marine environment. For example, the vessel was fitted with a Volmar Moletron Static generator utilizing type 6.0 ultrasonic waves to treat fuel oil before combustion in a new Todd TCD burner system, in order to reduce fuel consumption and stack gases for environmental purposes.

Apex Marine also had installed on the vessel two state-of-the-art radar systems, with the work done in Florida.

"The conversion project was designed to . . . open additional trade routes not available under a tanker configuration," Kunkel added. "In turn, the vessel's economic life would be extended for approximately 10 years and generate seagoing positions for American merchant seamen."

Another SIU-crewed tanker operated by Apex Marine, the *American Heritage*, is scheduled to undergo a similar conversion in December.



The vessel's existing cargo space was modified by removing the longitudinal bulkheads and installing upper and lower hopper plates to create a modern bulk carrier cargo hold space.

The SIU-crewed *Manulani* will begin service July 10 on a new West Coast shuttle service being implemented by Matson Navigation Company.

Crewmembers are expected to sign on July 7 in San Francisco where the containership is being converted to handle 20 and 40-foot boxes. (Standard Matson container sizes are 24 and 40 feet.) Following the conversion, the ship will handle an average of 350 containers per trip.

Joining Seafarers from the Atlantic, Gulf, Lakes and Inland Waters District who will sail in the galley of the *Manulani* are members of two other SIUNA-affiliated unions. The unlicensed deck department will be made up of mariners from the Sailors' Union of the Pacific while the unlicensed engine department will be composed of members of the Marine Firemen's Union.

The shuttle service is designed to provide a weekly coastwise feeder service for companies operating in the foreign trades. The *Manulani* will sail between Los Angeles, Seattle and Vancouver, British Columbia. Transit time from both Los Angeles to Seattle and Vancouver to Los Angeles is expected to be two days and nine hours. The time between Seattle and Vancouver is planned to be eight hours.

In announcing the service, Matson officials said they expect the shuttle to offer transit times and freight rates that will make it competitive with other modes of transportation along the coast.

Matson, which provides regular containership service between the West Coast and Hawaii, also operates a weekly southbound feeder between Seattle and Oakland, Calif.

## Seafarers Meet with Pa. Gubernatorial Candidate



SIU members from the port of Philadelphia recently met with Pennsylvania Lt. Gov. Mark Singel, the Democratic nominee for governor, as he campaigned around the dock facilities. Surrounding Singel (in the suit) are, from left, Seafarers Billy Brown, Pat Bradley, John Chapin, Tim Burns, Ed Garrity and Tim Hughes.



# WWII Mariners Not Forgotten in D-Day Tributes

The vitally important role of the U.S. merchant marine in World War II was overlooked for many years by the American government and laymen alike.

But at ceremonies last month in England and in Normandy commemorating the 50th anniversary of D-Day, merchant seamen got their due. President Clinton on June 5 became the first U.S. president within memory to visit an American-flag cargo ship when he boarded the *Jeremiah O'Brien*, anchored off Portsmouth, England, near its exact position 50 years ago, just before the D-Day invasion. He was joined by First Lady Hillary Rodham Clinton, as well as Maritime Administrator Albert J. Herberger and AFL-CIO President Lane Kirkland, who sailed during World War II as a member of the Masters, Mates & Pilots.

The next day, a dozen crewmembers from the *O'Brien*—a Liberty ship which sailed from San Francisco in April to take part in the historic ceremonies—were seated in the second row, alongside ambassadors and other high-ranking government officials from many nations, as Clinton delivered a speech from Normandy that was reported around the world.

Active and retired members of the Sailors' Union of the Pacific (SUP) and the Marine Firemen, Oilers, Watertenders and Wipers (MFO), both affiliates of the Seafarers International Union of North America, were among the *O'Brien's* crew of 56. Also on board were retirees from the Marine Cooks and Stewards, which merged with the SIU in 1978.

In all, 18 of the crewmembers served during World War II.

"Even though the Cold War is over, we are still on the eve of great endeavors—not to turn back armies of oppression which threaten our very existence, but to protect our safety and security



President Clinton greets crewmembers of the Liberty ship *Jeremiah O'Brien* taking part in D-Day ceremonies off Portsmouth, England. At center is Rear Admiral Thomas Patterson (Rtd).

and to expand the blessings of liberty," the president said at the ceremony.

Motioning toward the hundreds of D-Day veterans in attendance, he said, "Let us never forget: When they were young, these men saved the world."

Dozens of military ships and more than 100 warplanes from the Allied nations were on hand for the massive commemoration, which lasted for several days. Other related ceremonies, including re-enactments of the invasion, took place in the United States.

Media coverage of D-Day's 50th anniversary was exhaustive, largely because the invasion is recognized as the turning point in the war against Nazi Germany. June 6, 1944 marked the largest amphibious military operation ever launched, and thousands of merchant mariners—including many SIU members—delivered

most of the troops and supplies on D-Day and in the crucial supply line that followed until the German surrender in May 1945.

Also known as Operation Overlord, the invasion, of course, was successful—and costly. More than 9,000 Americans lost their lives on the beachheads, and Canadian and British forces also sustained heavy casualties. Indeed, the fighting that took place during the 11 months after June 6 was some of the fiercest and bloodiest of the war.

But it set the stage for ultimate victory over Hitler's forces, which in turn allowed the Allies to concentrate their full force on the war in the Pacific.

### O'Brien's Journey

Remarkably, of the nearly 6,500 military and privately owned ships which were part of the invasion in 1944, the *Jeremiah O'Brien* is the only

ocean-going vessel which returned for the 50-year anniversary activities.

Built in Maine in 1943, the *O'Brien* made seven voyages during the war. The ship was mothballed for more than 30 years after the war, but eventually was saved as a memorial. It was reconditioned in '79 and declared a national historic landmark in '80.

Operated under the authority of the Maritime Administration and associated with the San Francisco Maritime National Historic Park, the *O'Brien* required hundreds of thousands of man-hours for reconditioning in preparation for this year's voyage to Normandy. (*The San Francisco Chronicle* sent a reporter along for the voyage and published daily articles filed from the ship.)

Two other World War II-era merchant ships—the *John W. Brown* and the *Lane Victory*—

had been scheduled to travel with the *O'Brien* to France. But financial problems prevented the *Brown* from making the voyage, and the *Lane Victory* was sidelined with mechanical difficulties shortly after it had set sail.

### President Welcomed

The entire complement aboard the historic ship reportedly gave a rousing welcome to President Clinton.

The president shook hands with each crewmember and thanked the veterans for their service. He sported a cap and personalized sweatshirt each emblazoned with the *Jeremiah O'Brien* name and logo.

The vessel is scheduled to set sail for the U.S. in late July and arrive in San Francisco by early October.

### SUP Bosun Logs Journey

Rich Reed, an active SUP member who sailed as the bosun aboard the *O'Brien*, reported some of the journey's highlights in letters to the SUP's monthly newspaper. "I have all watches on deck (three-man watches), plus three day men," Reed wrote. "All the overtime you want and no beefs with the mate. You can't fire a volunteer!"

He mentioned some of the differences between sailing the Liberty ship as compared to modern vessels. For example, the *O'Brien* crew fills coal chutes for the galley range, hand-steers on watch and hangs clothes to dry, he wrote.

There was much work to be done, such as painting, cleaning and maintaining the engines, often in stifling heat. But the crew withstood the heat and enjoyed "lots of sea stories and BS on No. 4 hatch each night," Reed wrote. "I'm glad that's one tradition we've kept going on here."

## NTSB Report Spotlights Dangers Inland Bill Seeks Crew Training

Continued from page 3

ministration to develop a system to assess "the vulnerability of the nation's highway and railroad bridges to collisions from marine vessels" and to rank the structures in order of greatest risk. The board also recommended that a system of markings be created to alert mariners to bridges and readily identify the structures in the event of an accident.

Finally, the NTSB urged DOT to develop a program complete with communication aids that calls on employees to report when they are taking medication—no matter if it is over-the-counter or prescription—while working.

### Causes Outlined

The board listed four "probable causes" for the accident of Amtrak's *Sunset Limited*.

The report noted the *Mauvilla's* pilot, who had become lost and disoriented in dense fog conditions, was not competent in radar navigation. The board cited Warrior & Gulf for not ensuring that their towboat operator was competent to use radar to navigate during periods of reduced visibility.

Also listed as reasons for the accident was the Coast Guard's failure to establish higher standards for inland towing vessel operator licensing as well as federal and private organizations for not instituting an effective program for assessing and managing risks to this bridge."

Investigators for the board arrived on the scene of the derailment hours after it occurred on September 22 to collect evidence and interview those involved in the disaster. The board also conducted a public hearing in Mobile over a three-day period during December.

### Company Cited

In its findings, the NTSB determined that Warrior & Gulf did not provide the pilot of the *Mauvilla* with adequate radar navigation training nor did the company have in place an evaluation of crewmembers that could "identify and assess those skills critical to vessel operation." It added that the company did not provide a compass on board the vessel.

The board noted that if the pilot of the tug had used radar as the fog reduced visibility, "he could have observed the intersection formed by the Mobile River and the Big Bayou Canot and could have avoided turning his tow and barges into the wrong waterway."

The report went on to say, "The pilot exercised poor decision making, including his approach under prevailing conditions to an unidentified object without summoning help from other crewmembers, including his continuing to navigate and not 'pushing in.'"

The paper released by the NTSB was called an "Abstract of Final Report." The complete text of the report is expected to be finished and released later this year.

Continued from page 3

testing.

If enacted, H.R. 4058 would subject all towing vessels that push or pull barges—regardless of size or location—to U.S. Coast Guard inspections. Presently, the only towing vessels that are inspected are those that are greater than 300 gross tons operating seaward of the shoreline.

The Towing Safety Act would increase the crewing requirements of uninspected towing vessels by legislating that all boatmen involved in the operation hold Coast Guard-issued merchant mariner documents, known as z-cards, and that at least 65 percent of the crew be certified able bodied seamen (ABs).

Another bill before the committee is the Towing Vessel Navigational Safety Act (H.R. 3282). This bill, introduced by Representative Billy Tauzin (D-La.), requires that all inland waterway vessels be equipped with marine charts, navigational publications, compass, radar and fathometer.

Both bills are awaiting action by the Merchant Marine and Fisheries Committee.

The House Coast Guard and Navigation Subcommittee has held several hearings on inland safety since the *Mauvilla* accident on September 22.

The SIU testified before the subcommittee in October that the Amtrak accident showed the need for the Coast Guard to issue z-cards to boatmen as a way to

ensure greater safety on the inland waterways. The union noted that by issuing documents, the Coast Guard could keep people who had been involved in an accident from changing companies and risking another accident with them.

### Administration Pushes Effort

The efforts to improve safety along the inland waterways has a strong advocate in the Clinton administration.

In December, Transportation Secretary Federico Pena proposed a series of regulations that would be implemented by the Coast Guard and the Federal Railroad Administration to prevent another such accident from happening. Among his recommendations were more stringent licensing requirements for operators of tug and towboats, improved radar and navigational equipment on inland vessels and improved emergency communications and preparedness.

Pena then testified before the subcommittee in March. He called improving the safety along America's inland waterways "one of our highest priorities."

The secretary discussed in detail his plans for inland waterway safety. Besides what he had recommended in December, he added the need for Coast Guard documentation of all boatmen. He asked Congress to use the first anniversary of the Amtrak accident as a deadline for having legislation on the president's desk for his signature.



## SIU-Crewed Orgulf Tugs Operate at Near Capacity

SIU crewed Orgulf tugboats are operating at near capacity levels one year after devastating floods along the Mississippi River and its tributaries forced many of the vessels to tie up for weeks at a time.

Orgulf vessels like the *Ralph Plagge* and *Ed Renshaw* have been sailing the upper Mississippi River as well as the Illinois, Ohio and Tennessee rivers since early spring, moving coal, mulch, scrap and other dry cargo.

Due to the nature of the cargo carried by Orgulf tugs, the vessels have not been affected by the low yields of grain caused by last year's flooding. Crews have been very active since they resumed operations after the winter layup in making up for what could not be carried last year.

Both the *Plagge* and *Renshaw* have been able to sail recently with their full 15-barge configurations because of the amount of cargo available and good sailing conditions.

"It's been great to get back to work on the

upper river." Charles Power, lead deckhand on the *Plagge*, told the *Seafarers LOG*. The boatman added sailing has been a lot smoother this year than last year when flood waters limited then closed sailing for most of the summer.

Lead Deckhand Paul Smith of the *Renshaw* noted his vessel "has had to deal with some shoaling but that has been taken care of quickly. Otherwise everything has been good."

(Shoaling occurs when sandbars shift to block navigable river channels. Dredges are brought in by the Army Corps of Engineers to re-open the channel.)

Orgulf, which is based in Cincinnati, operates tugs and barges along the Mississippi River. While the upper part of the river closes in winter because of ice and bad weather, the company operates vessels year-round from Moore's Landing, Mo. south to New Orleans.



Reviewing paperwork on the *Renshaw* is Lead Deckhand Paul Smith.



Cook Peggy Robinett of the *Renshaw* prepares for a safety drill.



Utilityman Richard Taylor inspects *Renshaw*'s safety gear in locker.



Ready to shove off is *Renshaw* Deckhand Eddie Oliver Jr.



Relaxing with iced tea before returning to work on the *Plagge* is Utilityman David House.



Deckhand Charles Creamer examines the *Plagge*'s itinerary.



Filling out a patrolman's report on the *Plagge* is Lead Deckhand Charles Power.



*Plagge* Cook Edwin Calvert asks if anyone is ready for seconds.

## Oil Boat Seafarers Endorse New Pact

Seafarers who deliver oil products in the Norfolk, Va. inner harbor area for Marine Oil Service have ratified a new three-year contract with the company.

The pact, effective June 30, covers wages, benefits and working conditions into 1997.

Included in the new contract is outpatient medical care for the spouses and dependents of members who work aboard the oil boats for Marine Oil Service.

Negotiations were held in Norfolk on June 1 and June 21. Captain Charles Mathews served as fleet delegate for the union negotiating team and worked with Norfolk Port Agent Mike Paladino during the deliberations. Members voted at the Norfolk union hall.

Seafarers sail aboard two vessels operated by Marine Oil Service. They are the oil boats *Martin J. Hanley* and *Mustank*. The boats bring lube oil, bunker oil and various other types of oil products to vessels anchored in the Sewells Point and Lynnhaven, Va. areas surrounding Norfolk.



Captain Charles Mathews served as the fleet delegate during Marine Oil contract negotiations.

## Boatmen Ratify New Contract With Association of Md. Pilots

A new three-year contract has been ratified by Seafarers who sail with the Association of Maryland Pilots of Lynnhaven, Va. and Solomons Island, Md. that will cover wages and benefits into 1997.

The new agreement will increase wages and provide improved medical and pension benefits for members who sail aboard vessels for the association.

Seafarers operate and man the *Pilot Boat Maryland*, *Pilot Boat Baltimore*, *Pilot Boat*

*Vedette* and *Pilot Boat Calvert*, which are used to transport pilots to and from vessels between Cape Henry, Va. and Chesapeake City, Md. The pilots board the vessels and chart the course so that ships can maneuver safely through the waterways.

SIU members ratified the contract on June 15 (retroactive to April 30), after a total of four negotiating sessions were conducted at either the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. or the Seafarers union hall in Norfolk, Va.

For the first time, outpatient medical care is available for the spouses and dependents of Seafarers who sail for the pilot

association. The new pact also includes an uncapped pension.

Delegates to the talks between the union and the Maryland-based company included Deckhand Marc Gorfine and Operators Larry Carter, Ed Smith and Clarence Tyler. Completing the union negotiating team were Assistant Vice President, Lakes and Inland Waters Anthony Sacco and Norfolk Port Agent Mike Paladino.

SIU members are the operators and deckhands aboard the four pilot boats that transfer the pilots to and from the vessels. In addition, they perform routine maintenance on each boat, ensuring that they are in top condition at all times.

### Virginia Pilots Are Updated on Union Business



Operators Lyman Lawrence (left) and Dean Everton (right), who sail for the Virginia Pilots Association, discuss union matters with Norfolk Port Agent Mike Paladino. Lawrence and Everton handle the boats that carry pilots aboard vessels sailing between Cape Henry, Va. and the Potomac River.



Before shoving off to assist a vessel, Deckhand Marc Gorfine (left) explains the provisions of the new three-year pact for the Maryland Pilots with Operator Jerry Halsey.



# Congress Continues Work on Health Care Reform

Workers across America are focusing on the push to enact national health care reform that is continuing in the House and Senate, with committee chairmen setting the July 4 recess as the deadline to report out their respective versions of legislation.

Health care is an issue of vital importance to the insured and uninsured alike. Many of the uninsured remain one serious injury or illness away from financial ruin. Meanwhile, those with health insurance, including Seafarers, shoulder the costs (such as emergency-room care) of the uninsured, in the forms of higher premiums and higher fees for services.

Congress—at least those members who favor some sort of mandated health care reform—hopes to pass a bill by the end of this session in October.

The AFL-CIO, long a proponent of universal health coverage (meaning coverage for every U.S. citizen), has stated that it will only support a health care reform bill if the legislation guarantees comprehensive coverage for every U.S. citizen, distributes costs fairly, ensures cost-control measures and does not make any portion of health care benefits taxable income. The federation of U.S. trade unions, of which the Seafarers is a member, backs the main components of President Clinton's Health Security Act, which, along with other proposals, has been used by congressional committees as a basis for crafting their own bills.

The following is a look at some of the legislation under consideration. Other health care bills also have been crafted, but they have yet to be addressed by the committees which have jurisdiction over health care reform. Therefore, the *Seafarers LOG* this month is focusing on legislation that has been addressed by those committees.

## Kennedy Bill

The Senate Labor and Human Resources Committee has approved a bill sponsored by its chairman, Senator Edward M. Kennedy (D-Mass.).

This legislation calls for coverage for every U.S. citizen by 1998 and includes coverage for doctor and hospital bills, mental health, prescription drugs, long-term home care and abortion. Medicare would remain separate, Medicaid would be eliminated and optional nursing home insurance would be available for purchase by individuals. (The government would provide health coverage for current Medicaid beneficiaries.)

Financing would come from an employer mandate, with employers typically paying at least 80 percent of premiums. Businesses with 10 or fewer employees would be exempt from the mandate. Those workers and the unemployed would be required to purchase their own insurance and would receive government subsidies to do so.

The Kennedy bill also calls for an increase on the cigarette tax.

Cost controls would be maintained via insurance and market reforms, including government caps on premiums, and every citizen would have the option to buy insurance through the federal

government's Employee Health Benefits Plan.

## Moynihan Bill

At press time, the Senate Finance Committee was discussing in closed session a bill sponsored by its chairman, Senator Daniel Patrick Moynihan (D-N.Y.). It aims to assure coverage for most Americans by 1998 and for at least 98.5 percent of the population by the year 2000, with Medicare remaining separate.

The bill includes short-term coverage for treatments of major injuries and illnesses with rapid onset and brief duration; and for prescription drugs and mental health. It leaves the decision regarding coverage for abortion up to a National Health Board created by the bill.

Moynihan's bill also may feature an employer mandate, excepting (at least initially) businesses with 20 or fewer employees; and assessments on some large employers. Uncovered, low-income citizens would receive subsidies to purchase health coverage. Some small businesses would have the option of purchasing insurance through the federal employees' plan.

However, committee members reportedly were considering a measure proposed by Senator John Breaux (D-La.) and Senator John Chafee (R-R.I.) that would invoke an employer mandate only if voluntary steps did not substantially reduce the number of uninsured Americans (currently estimated at 40 million). This component is referred to as a soft trigger, and the AFL-CIO staunchly opposes it because "soft triggers are simply a way for Congress to delay a decision it should make this year: to guarantee every American health insurance coverage that can't be taken away," the federation said in a letter to President Clinton. The AFL-CIO further described the soft trigger as a means of "raising Americans' hopes for real reform while delivering much less."

The Moynihan-sponsored legislation also includes a new tax on private health premiums and increased taxes on cigarettes and handguns and ammunition.

Like the Kennedy bill, this one would eliminate Medicaid while providing coverage for current Medicaid beneficiaries.

Cost-control goals would be established. If they are not met within a prescribed time period, an independent commission would recommend corrective measures to Congress, which would be mandated to vote on the recommendations under fast-track procedures.

## Gibbons Bill

The House Ways and Means Committee was scheduled to take a final vote June 29 or 30 on the bill sponsored by its acting chairman, Rep. Sam Gibbons (D-Fla.). Published reports indicated the bill would be approved by the committee.

This bill would guarantee coverage for all citizens by 1998. It would cover major injuries and illnesses with rapid onset and brief duration; mental health; prescription drugs; long-term home care; and abortion. Medicare would remain separate.

The legislation includes an

employer mandate, with low-wage firms of 50 or fewer employees receiving subsidies to meet the mandate. Unemployed citizens also would receive subsidies to purchase coverage, which would be available as a new part of Medicare.

A number of tax changes would be instituted, including an excise tax on private health premiums and an increased cigarette tax.

The cost-control provision takes a wait-and-see approach. If premiums and other medical expenses have not slowed sufficiently (according to targets established in the bill) by the year 2001, then the government would be able to issue a fee schedule for doctors.

As with the other bills, this one would eliminate Medicaid while

covering the current beneficiaries.

## Ford Bills

The House Education and Labor Committee, chaired by Rep. William Ford (D-Mich.) also has passed two health care bills, while the House Energy and Commerce Committee in late June reported that it was deadlocked and therefore was ceasing its efforts to draft a bill.

The first bill sponsored by Ford calls for universal coverage and includes an employer mandate. It includes coverage for doctor and hospital bills, prescription drugs, mental health, substance abuse and some dental benefits. Small businesses would receive subsidies to help cover the mandate.

The second bill was reported

without recommendation. It would establish a single-payer system similar to the one used in Canada.

Once all of the House bills are out of committee, they will be combined into one by House Speaker Thomas Foley (D-Wash.) and House Majority Leader Richard Gephardt (D-Mo.), then sent to the Rules Committee. On the Senate side, Majority Leader George Mitchell (D-Maine) has the option of combining the bills before sending one or more to the floor for debate.

Substitutes may be offered during debate in both the House and Senate. The House/Senate Conference Committee eventually will forge one final version, which is returned to each chamber for a vote.

## APL Files Suit to Recover Costs For Damages to Pres. Washington

American President Lines (APL) has filed a suit in federal district court calling for the seizure and sale of a Hanjin Shipping vessel to cover the cost of repairs to an SIU-crewed APL vessel following a collision between the two outside Pusan Harbor, South Korea in May.

The lawsuit is seen as an effort by APL to reach a satisfactory settlement out of court with the South Korean company concerning the accident.

APL's *President Washington* was preparing to pick up a pilot to enter Pusan Harbor around 10:30 p.m. on May 2 when it was struck on the port hull by the *Hanjin Hongkong*, ripping a 100-foot gash into the *Washington*. Several containers fell overboard, some landing on the deck of the *Hongkong*. Many other boxes on the APL vessel ripped open and twisted together.

## Tremendous Impact

Assistant Cook Ernesto Billanuba told the *Seafarers LOG* that the force of the collision almost knocked him out of his bunk where he was sleeping.

"The alarms went off and we reported to the deck," Billanuba recalled. "It was foggy and we could not see clearly, but we could not believe what had happened."

Although no serious injuries resulted from the collision, many of the shipping containers broke loose from their restraints and

jammed up against the back of the house. The containers were locked together by the force of the collision.

To keep from losing the vessel, the captain of the *Washington* ran it aground in a mud bank. The APL ship then was towed to the Pusan pier where dockworkers began the effort of offloading undamaged containers and removing damaged boxes.

## Container Fire

Around 2 a.m. on May 6, a fire broke out among the containers. Because of the condition and position of the boxes, fire crews from the *Washington* and the port authority had a difficult time isolating and control the blaze.

Helicopter air drops of fire retardant chemicals and water were attempted in an effort to keep the fire from spreading between containers stacked on the vessel.

Flames continued to spread, endangering some volatile cargo and threatening to burn into the aft superstructure and engineering spaces. The *President Washington* firefighters and local fire departments fought the blaze for more than eight hours before calling for additional help.

## Other Ships Help

Teams from the SIU's Government Services Division-crewed *USNS Andrew J. Higgins*, *USS Mobile Bay*, and other land-based departments were dis-



After being recognized for his firefighting efforts, Seafarer Ricardo Sanchez (left) of the *USNS Andrew J. Higgins* shakes hands with Vice Adm. Michael Kalleres, head of the Military Sealift Command.

patched to help the extinguish the fire.

With extensive training in combating fires aboard vessels, Seafarers from the *Higgins* and Navy personnel from the *Mobile Bay* concentrated on locating and attacking the fires within the container stack while Korean teams poured large volumes of cooling water on the containers to protect the firefighters and prevent the spread of the fire.

Korean firefighters also cut into the upper containers in order to combat the fire. Eventually, joint teams from the *Washington*, *Higgins* and *Mobile Bay* cut through the ship's aft superstructure from inside in several places in order to gain access to the inner containers and successfully put out fires in those boxes 30 hours after the fire began.

(During the Military Sealift Command's annual Maritime Memorial Day ceremony in Washington on May 23, three crewmembers from the *Higgins* received special recognition. Among the trio was Seafarer Ricardo Sanchez, a carpenter aboard the Military Sealift Command-Pacific Fleet oiler.)

The cause of the fire is under investigation and there were no injuries during the firefighting efforts. The *Washington* is expected to be moved to Daewoo Shipbuilding near Pusan to repair the vessel once all the containers are removed.



Damage caused by the collision with the *Hanjin Hongkong* can be seen in this photo of the *President Washington*, photographed by Asst. Cook Ernesto Billanuba.





Chief Steward Patrick Helton purchased smoked salmon in Scotland, which the galley gang prepared as part of "a meal fit for royalty."



The fruit and cheese tray prepared by Steward Assistant Jason Pechette complemented the Maine lobster feast.

Crewmembers aboard the PFC Eugene Obregon know the value of teamwork and taking care of their fellow crewmembers. Whether it is in the galley or the deck department, recent activities reported to the Seafarers LOG aboard the SIU-crewed military repositioning ship display that the members aboard the Obregon understand what being part of the Brotherhood of the Sea is all about.

But for many crewmembers, comfort is found in the friendship, dedication and camaraderie on board the Obregon in activities that enhance the lives of all crewmembers while at sea.

On a recent trip to Belfast, Maine, the crew of the Waterman Steamship vessel exemplified this sense of unity in the form of a special lobster feast. Prepared by the steward department with live Maine lobsters obtained while in the New England port, crewmembers described the dinner as "a meal fit for royalty."

"As hard as the crew works, they deserve only the best," wrote Chief Steward Patrick Helton in a letter to the Seafarers LOG (accompanied by the photos appearing on this page).

"It is the responsibility of the steward department on any vessel to make sure the crew is provided with a selection of wholesome and nutritious foods. We often spend more time on board ship than we do at home, and because of this, our ship is our home and our fellow

## Value of Teamwork Proves Beneficial For Obregon Seafarers

crewmembers are our family," noted Helton.

Helton stated that in addition to the superb feast of lobster, SA Jason Pechette made up a special fruit and cheese platter to complement the meal and also prepared a fresh garden salad and a selection of crudites and cooked vegetables.

"I like to have a good wholesome variety in the salad bar," wrote the chief steward. "Everyone is watching their sodium, fat and cholesterol intake, so we try to help out."

The chief steward then explained why it is important to him and the rest of the galley gang to take care of their shipmates. "We have a great crew on the Obregon. All departments work well together to maintain a clean and efficiently operated vessel," wrote Helton.

Another example of crew dedication aboard the Obregon occurred in February when AB Fred Hunter discovered and immediately extinguished a small fire which had developed in the crew living area.

Hunter told fellow crewmember QMED Bud Tuttle, who informed the Seafarers LOG of the incident, that training at the Seafarers Harry Lundeberg School had

prepared him to battle any type of fire on board a ship.

Hunter received special thanks from fellow crewmembers as well as from company officials.

"You are to be commended for your alertness, attention to duty and quick action in fighting the fire on February 3," wrote the director of marine operations for

the company in commending the AB. "Your quick response prevented further damage and spreading of the fire.

"Since joining the Military Positioning Ship (MPS) Program in Tenerife in 1988," he added, "you have proven to be a dedicated, hard-working and knowledgeable seaman and an asset to the MPS program. It is because of dedicated crewmembers like you that the Waterman MPS Program has been such a success. BRAVO ZULU."

The 821-foot long ship is one of three roll-on/roll-off vessels assigned to Maritime Positioning Ship Squadron One, located in the Atlantic Ocean. It is fully loaded at all times with tanks, vehicles, food and water, fuel and other materiel to equip first-launch U.S. Marine Corps units for 30 days. The vessel currently sails between Panama City, Fla., Norfolk, Va., Morehead City, N.C. and Portland, Maine.

Other SIU-crewed vessels which are assigned to the squadron include the Lt. Stephen W. Pless, Sgt. Matej Kocak and Amsea's 2nd Lt. John Bobo.



AB Fred Hunter was commended by crewmembers and company officials for his fast action in putting out a small fire on the Obregon.



Deck department members enjoy the lobster feast. They are, from left, ABs Eddie Gerena and Reeves Homby, Bosun Henry Bouganim and ABs Charlie Springle and Tom Culpepper.



SA Jason Pechette prepares a garden salad, part of a healthful choice of foods for those members watching their diets.



Chief Electrician C.W. "Buddy" Clackley (left) and DEU Ken Wells enjoy their dinner after a long day of work aboard the repositioning vessel.



Holding up a lobster from the steam kettle is Chief Cook Mariano Martinez.



Chief Steward Patrick Helton pulls lobsters from one of three steaming kettles.



# American Kestrel Crew Emphasizes Safety

For Seafarers aboard the *American Kestrel*, working in Diego Garcia means maintaining a busy schedule, including plenty of safety drills.

"We take part in many safety drills, and there are weekly lectures and demonstrations (cover-



Fueling his body with a nutritious meal is AB Gordon Crow.

ing such topics as) chemical and biological warfare," noted AB Jeffrey Mangold. "We make sure we know what to do and where to go in the event of an emergency.

"It's not repetitious at all, because we cover so many topics. Plus we know it's important for everyone's safety."

The *Kestrel* is a Lighter Aboard Ship (LASH) vessel operated by Osprey Management. It transports military goods from Diego Garcia to wherever they are needed. It also carries barges that can be used for loading and offloading cargo when the *Kestrel* is unable to dock.

Mangold, 40, and the rest of the deck gang perform basic maintenance operations aboard the ship, including lots of chipping and painting.

But during off-time, many different shoreside activities are available, marking one of the attractions of sailing in the hot climate of the British Indian Ocean Territories. Those relax-

ing activities help keep crewmembers mentally and physically sharp in the event of an immediate call-out, Mangold pointed out.

"When everybody gets their work done, we look forward to hitting the beach," said Mangold, who started his sailing career in 1979 as a member of the SIU's inland division before switching to deep sea.

"On Diego Garcia, there's a gym for different kinds of workouts, and there are karate classes and aerobics classes. Archery, pool tables, music, sailboats, bicycling... you name it, it's probably there."

Like Mangold, AB Ed Bache said that he enjoyed the "beautiful weather" and the smorgasbord of recreational activities in Diego Garcia during non-work hours.

Bache also mentioned that the *Kestrel's* crewmembers "get along very well and are hard-working."

SIU Port Agent Sal Aquia provided the photos accompanying this story.



Chief Cook Marco Maffioli and SA James Quinn (standing, left to right) check to see how AB Wes Elliott and OMU Carl Neal (seated, left to right) are enjoying their meal.



Lunch tastes mighty good to Oiler Antoinette Strauch (left) and Oiler Allen Legeune after a full morning of work aboard the *Kestrel*.



AB Jeffrey Mangold is ready to participate in a shipboard lecture.

## ITF Secures Back Pay For Filipino Crewmen

In its ongoing efforts to raise working standards and pay levels for crewmembers on runaway-flag ships, the International Transport Workers Federation (ITF) recently secured \$21,000 in back wages, overtime and leave pay for the Filipino crew of the bulk carrier *Federal Fraser*.

Through the efforts of Spiro Varras, the SIU's ITF inspector, the ITF also succeeded in getting the vessel's captain to retract and then correct unfounded, derogatory reports he had filed about several crewmembers, and received assurance that the ship's stores would be upgraded to meet the crew's satisfaction.

The ITF represents 400 free and democratic trade unions in 100 countries representing workers in various transportation-oriented jobs. Based in London, the organization promotes trade union rights and human rights worldwide.

### Built in '83

Built 11 years ago in Glasgow, Scotland, the *Federal Fraser* is registered in Manila and flies the flag of the Philippines. It is owned by Crimson Line Ltd. of Japan. All 24 officers and unlicensed crew are Filipino.

Crewmembers contacted Varras while the ship was in port in Port Elizabeth, N.J. and voiced their concerns, among which were wages that were overdue for months.

Within days of being contacted by Varras, the shipowner agreed to pay the amount owed to the crewmembers, and the captain corrected the erroneous reports he had written in service record books of some of the crew.

"The working standards and pay standards on this vessel are far below the ITF and the International Labor Organization's minimum standards," said Varras. "Obviously, on runaway vessels covered by ITF affiliates' agreements, the working standards and pay are higher than on this Philippine-flag vessel."

"It is horrible that today, we have captains and companies refusing to pay earned wages, overtime and vacation," Varras added. "In this case, we had a captain who

tried to force his chief engineer off the ship (without pay) after the chief engineer was on board for 21 months continuously."

Runaway-flag vessels are used by shipowners as a means of avoiding taxes and regulations. Runaway registries also allow the shipowner to roam the world in search of the cheapest and most exploitable labor.

In a separate case from late last year, the ITF also secured \$105,000 in back wages, overtime and leave pay owed to crewmembers of the *Maria M.*, a freighter which sails under the flag of Cyprus.

Varras assisted the crew—primarily comprised of El Salvadorans but also including Greeks, Pakistanis, Guatemalans and one crewmember each from Tanzania and Ghana—by negotiating with the ship's owner, Inter-glory Shipping Ltd. of Cyprus. Varras secured crewmembers' repatriation expenses, leave pay and back pay including 250 hours of overtime, as well as reimbursements for medical expenses. His efforts also resulted in the ship's master reversing a previous decision by declaring an ailing oiler unfit for duty. The oiler was repatriated.

The *Maria M.*, which has a crew of 18 unlicensed mariners and 10 officers, is operated by M.K.M. Chartering Inc. of New York. It was built in 1973 in Japan.



ITF inspector Spiro Varras (left) secured thousands of dollars in back wages for crewmembers of the Philippine-flagged *Federal Fraser*. Above, Varras is pictured with the ship's electrician, Sandie Cerillo (center) and Alverto Moreno, the chief engineer.

## SAB Issues Modification to Rules

Two changes in the shipping rules recently approved by the Seafarers Appeals Board deal directly with the seniority status of members who sail aboard military and deep sea passenger vessels.

Amendment Action 372 sets a time limit for members sailing on military vessels contracted to civilian employers and galley gang members aboard passenger ships to acquire the needed 18 months of seetime to obtain an "A" seniority.

In order to qualify for the accelerated seniority, the 18 months of seetime must be acquired between February 12, 1992 and February 12, 1996 when the provision of the amendment expires.

Amendment Action 372 is a paragraph that was accidentally deleted from the full action's printing in the April 1994 issue of the *Seafarers LOG*.

Action 373 allows members who have upgraded to supervisory positions in the hotel section of contracted ocean-going passenger vessels to maintain their SIU seniority provided they continue to sail in a supervisory capacity aboard SIU-contracted ships for not less than 90 days per calendar year.

Both modifications to the shipping rules went into place immediately after passage by the board, which is made up of representatives from both the SIU and its contracted companies. The complete text of both modifications is printed below.

### Amendment Action #372

Whereas, Action No. 372 ter-

minated the opportunity for seamen who were employed aboard military contracted vessels and Steward Department personnel sailing aboard passenger vessels, to obtain class "A" seniority with eighteen (18) months employment time aboard such vessels, and

Whereas, many seamen who have sailed exclusively on such vessels will lose the opportunity to attain Class "A" seniority,

Therefore, Rule 1 Seniority B, (b) shall be amended by adding the following provision:

"Unlicensed seamen possessing Class "B" employment seniority, shall be granted Class "A" employment seniority if he subsequently possesses a rating above entry level and acquires eighteen (18) months seetime aboard vessels owned or chartered by the U.S. Military and operated by contracted civilian employers pursuant to being successful bidders in accordance with Requests for Proposals (RFP's) and to persons employed aboard passenger vessels in the Steward Department only, provided such eighteen (18) months employment is obtained between February 12, 1992 and February 12, 1996 at which time this provision terminates."

### Action #373

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers hereby take the following action:

Whereas the Union and the operator of contracted ocean going passenger vessels have mutually agreed to modify the employment procedures relating to supervisory personnel employed in the hotel section, which will expedite the training and upgrading of such personnel, resulting in future additional employment aboard contracted passenger vessels, and

Whereas, to ensure that such personnel shall suffer no loss of their employment seniority status, Rule 1 Seniority shall be amended in the following manner.

Rule 1 B 1 (d) shall be amended by adding the following provision to the existing provision.

"The provisions specified in this subsection (d) shall be applicable to all personnel designated as supervisory personnel in the hotel section of contracted passenger vessels."

Rule 1 B 2 (a) shall be amended in the following manner.

a. "All unlicensed seamen who possessed such rating on June 16, 1990, including the supervisory personnel employed in the hotel section of the passenger vessels, pursuant to the Shipping Rules then in effect."

Rule 1 B 2 (b) shall be amended in the following manner.

b. "All unlicensed seamen who possess Class C rating, including supervisory personnel employed in the hotel section of the passenger vessels, pursuant to these Rules and who have shipped regularly as defined herein for two (2) consecutive years."

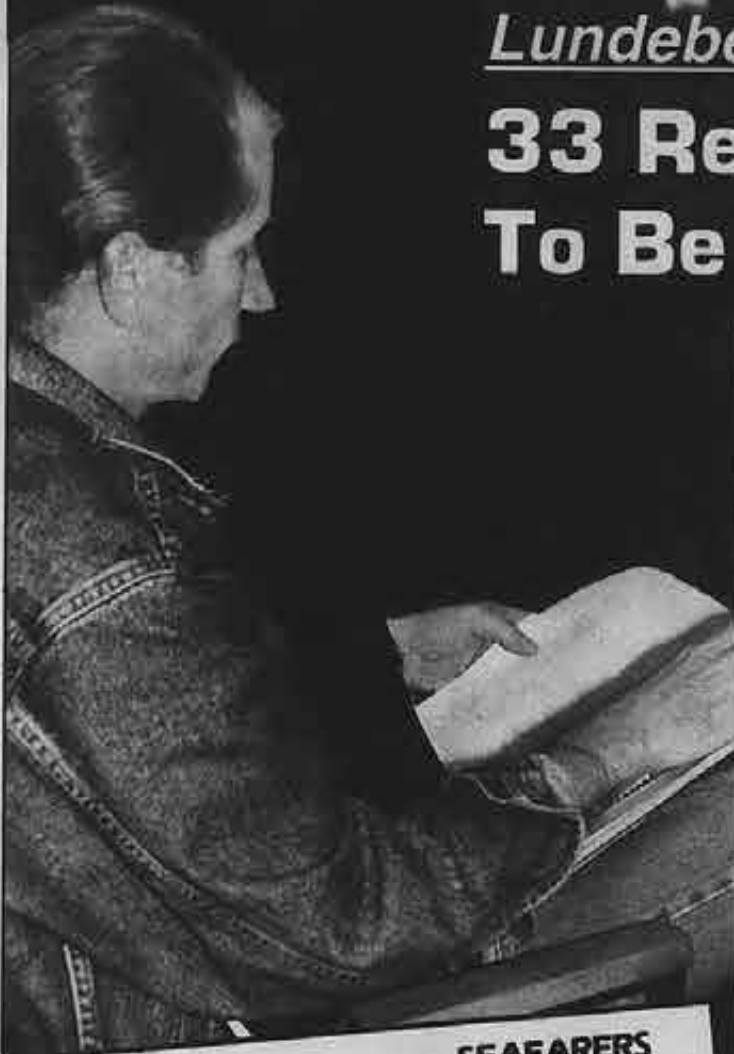


# SEAFARERS LOG

Lundeberg School Supplement

By November 14, 1994, Seafarers who handle refrigerants must be EPA-certified. This four-page section provides information on EPA testing, course dates and sites.

## Lundeberg School Announces 33 Refrigeration Technician Courses To Be Held at Twenty U.S. Sites



**B**ECAUSE all Seafarers who handle refrigerants must be certified to do so by the U.S. government by November 14, the Paul Hall Center for Maritime Training and Education and its Lundeberg School last month announced the nationwide schedule for its new Environmental Protection Agency (EPA)-approved Refrigeration Technician two-day course.

Passing this course will result in Seafarers obtaining the required EPA certification.

The first classes are scheduled for July 5-6 and July 7-8 at the SIU hall in Baltimore. Nineteen other ports also will host two of the two-day classes, which are slated to end on December 7 in St. Louis.

For a complete schedule, see page 14.

### Seafarers Must Be Certified

QMEDs, Electricians, Refrigeration Engineers, Junior Engineers and anyone else involved in the repair and servicing of refrigeration equipment and air conditioning systems must pass an EPA-approved Refrigeration Technician course by November 14, according to regulations issued by the EPA in the May 1993 *Federal Register*.

The Lundeberg School set up its course and port-to-port schedule to assist Seafarers in earning this certification. In addition, the class is a mandatory segment of engine department upgrading courses at the school in Piney Point, Md. Dozens of Seafarers already have passed the course at the Lundeberg School.

After November 14, according to a recent action by the Seafarers Appeals Board, SIU members will not be able to ship under any of the aforementioned ratings without proof of EPA certification. (An extension will be granted to crewmembers who already are on a ship as of November 14 and who do not have certification. However, those members will need the certification prior to sailing again.)

### How to Sign Up

Seafarers who plan to take the Refrigeration Technician course at an SIU hall should select the course date and location that fits their schedule, then notify the port agent there at least 10 days prior to the start of the course. For example, a Seafarer who wants to attend the August 23-24 course at the New Orleans hall would contact the New Orleans port agent, either by telephone, fax or mail service.

### Course Information

The two-day course covers relevant topics including, but not limited to: terminology; refrigerants and compressor lubricating oils; refrigerant handling safety; environmental impact of refrigerants; refrigeration theory and the use of pressure/temperature charts; general provisions of the law; general servicing considerations; servicing small appliances; servicing low- and high-pressure appliances; and conversion of CFC equipment.

The schedule for the first day is 8 a.m. to 4 p.m., including a lunch break. The second day's schedule is 8 a.m. until 2 p.m. (including a lunch break), followed by a written test from 2 p.m. until 4 p.m. (See page 13 for the types of questions one might expect on the exam.)

Test results will be mailed to members no later than 30 days after the test date. Those who pass the course will receive an EPA certification card, which has no expiration.

The course and testing is free to SIU members. However, Seafarers are responsible for their own transportation, lodging and meals, other than the lunches that will be served during the break.

### Preparing for the Course

In addition, the Lundeberg School strongly encourages members to purchase in advance a book titled "Refrigerants and the Environment," which is available through the school. Although this is not a requirement, the Lundeberg School instructors have found that it is a valuable study aid (see separate story on page 12) and that thoroughly reviewing it before taking the course increases a student's ability to pass the certification exam.

### Categories of Certification

The EPA has established the following categories of technician certification: Type I, for servicing small appliances (such as pantry refrigerators and water coolers); Type II, for servicing or disposing of appliances that use high-pressure refrigerants (for example, a ship's stores refrigeration plant); Type III, for servicing or disposing of appliances that use low-pressure refrigerants (such as the centrifugal air conditioning plants found on passenger ships); and Universal, for servicing all types of equipment.

Different tests will be available to SIU members depending upon which level of technician certification they seek, and also with consideration of their previous refrigerant recovery training. Lundeberg School instructors anticipate that most SIU members who need to be certified to work aboard SIU-contracted ships will test for Type I or Type II certification. However, Seafarers working on passenger vessels will need to obtain the Universal certification.

In addition, the SIU encourages all QMEDs to test for the Universal certification.

Anyone who fails the test may re-take it at any of the subsequent course sites, and there is no limit to the number of times one may re-take the exam.

### First Class Successful

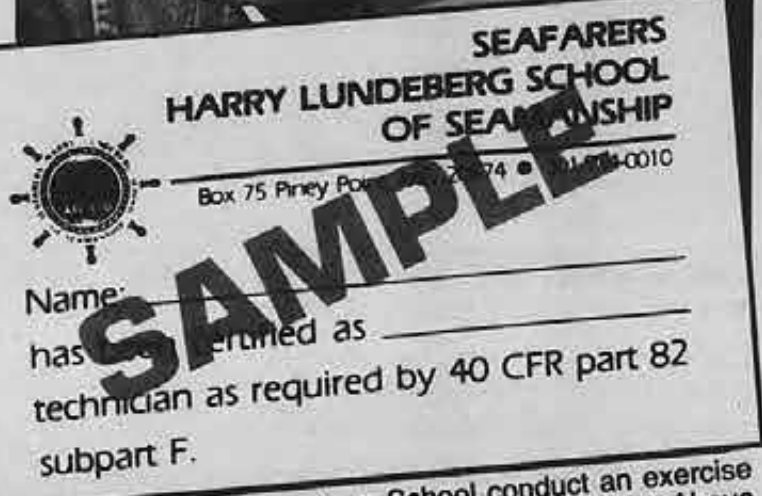
Seafarers who took the course last month at the Paul Hall Center said they found it very challenging.

"It was more difficult than I expected, and a lot of the material we covered was new—atomic structure of chloroflourocarbons, for example," said QMED Gary Frazier, 37, who graduated from the Lundeberg School in 1973. "But I prepared for the course, studied a lot, and that helped."

Fellow QMED Mike Brown added that the instruction was excellent, but that students must be prepared to learn a lot in a relatively short amount of time. "I was surprised at the depth of the material, and I highly recommend that anyone who takes the course should buy the book ('Refrigerants and the Environment') in advance. They'll need it," said Brown, 37.

### Other Parts of Rule

Seafarers are by no means the only individuals affected by the new EPA regulations. Besides requiring that air conditioning and refrigerant technicians obtain certification through an EPA-approved testing organization, the final rule that was issued last year has four other main elements which require: that technicians servicing and disposing of air conditioning or refrigeration equipment observe prescribed practices aimed at reducing emissions; that refrigerant recycling and recovery equipment, as well as refrigerant reclaimers, be certified in accordance with EPA-approved standards; that leaks of refrigerant be repaired; and that ozone-depleting refrigerant compounds in appliances, machines and other goods be removed from those items prior to their disposal.

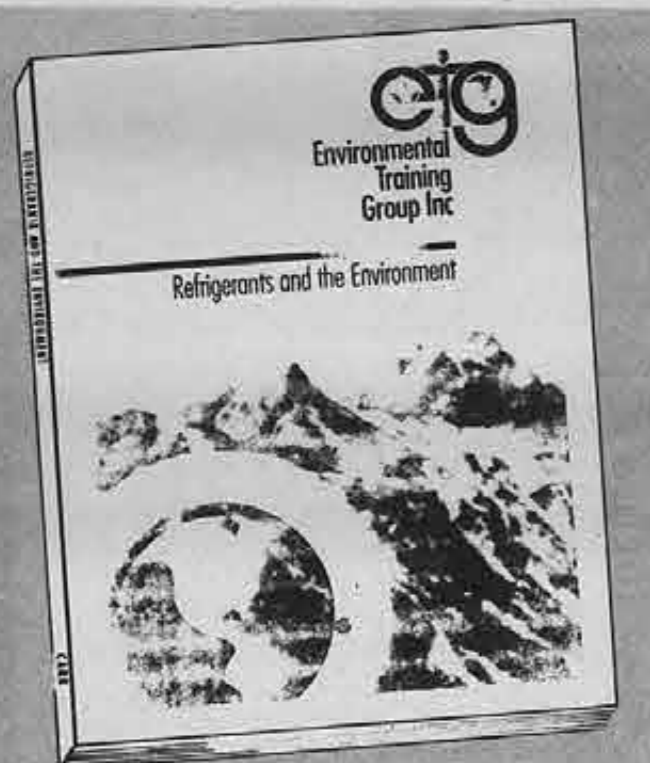


Seafarers at the Lundeberg School conduct an exercise removing refrigerants from a large refrigeration unit. Above is a sample of the card a Seafarer will receive upon successfully passing various or all sections of the exam.





# 'Get the Book,' Advise Students, Instructors



Lundeberg School instructors, as well as Seafarers who already have taken the EPA Refrigeration Technician course, offered some advice recently to those who plan to take the class during the upcoming months.

"Take the course seriously and buy the book 'Refrigerants and the Environment' in advance," said QMED Gary Frazier. "I recommend to anybody that they buy the book in advance and study it as much as possible, because there's a lot of material to be covered."

Instructor J.C. Wiegman noted that, among the 20-plus upgraders who took the course last month at the Paul Hall Center, "The people who bought the book passed the test. There's a direct correlation."

Purchase of the book is not mandatory, "but I can't emphasize enough how important it is," said Instructor Eric Malzkahn. "Because of time constraints, any preparation that the student can make in advance of taking the course, should be done. It will be a great benefit to them if they have the training material in advance."

Seafarers who want to purchase the book in advance should indicate this to the port agent whom they contact when signing up for the class. They should then send a check for \$25, made payable to the Paul Hall Center, to: EPA Refrigeration Tech. Course, P.O. Box 75, Piney Point, MD 20674, Attn: J.C. Wiegman. The book then will be sent by standard mail to individuals who ordered it.

Top, the book "Refrigerants and the Environment" is a useful study aid in preparing for the EPA Refrigeration Technician course. Bottom, the Lundeberg School's workbook compiles information on all aspects of the test.



# Seafarers Test Your Knowledge of Refrigeration

Listed on the next page are questions from the Lundeberg School's Refrigerant Recovery & Recycling Technician Certification workbook exercises that are part of the two-day course to prepare Seafarers to take the Environmental Protection Agency (EPA) Refrigeration Technician course. They are printed here to provide Seafarers with a sense of the scope and detail of knowledge of refrigeration handling that is necessary to pass the tests. Answers appear below, on page. 13.

# Why All the Fuss About Refrigerants?

The U.S. government mandate for use of refrigerant recovery systems (which in turn led to the need for refrigeration technicians to be EPA-certified) stems from the theory of stratospheric ozone depletion.

Most of the earth's ozone is in a natural layer located many miles above ground-level. Ozone is a gas which begins to form when oxygen molecules absorb part of the sun's ultraviolet radiation, then split into two oxygen atoms. Those atoms in turn join with other oxygen molecules to form ozone.

The ozone layer, as it is commonly

called, protects the earth from solar ultraviolet radiation. Dozens of studies from the past seven years, conducted in more than 20 nations, indicate that significant depletion of ozone in the upper atmosphere may lead to long-term increases in skin cancer and cataracts, as well as damage to the human immune system. Other risks include crop damage and harm to aquatic organisms.

Scientists from throughout the world agree that chlorine from synthetic chemicals called chlorofluorocarbons (CFCs) and bromine from chemicals called halons cause a reduction in stratospheric ozone.

CFCs are used as refrigerants, as agents in plastic foam products, as solvents, as sterilizers and in aerosol applications. Halons are used as fire-extinguishing agents.

Based on that assessment, the U.S. in 1987 joined with 23 other nations in signing the Montreal Protocol on Substances that Deplete the Ozone Layer. This agreement, which has been ratified by 90 nations, aims to reduce the production and consumption of CFCs.

Since 1987 the Montreal pact has been amended to establish a time frame for ending the use of all ozone-depleting substan-

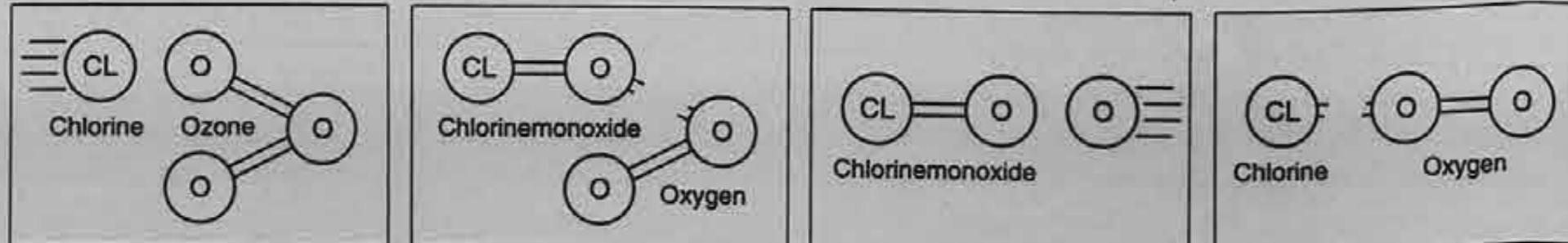
ces. CFCs, for example, are to be phased out completely by January 1996.

In response to the Montreal convention, the U.S. Congress adopted several amendments to the Clean Air Act in 1990 which were signed into law by President Bush. One amendment addressed stratospheric ozone protection and detailed steps the U.S. would take to phase out the use of CFCs, among other substances.

The U.S. government's Environmental Protection Agency was charged with implementing the intent of the 1990 Clean Air Act amendments.

# How Ozone is Destroyed

While the process of ozone depletion is very complex and is controlled by a number of factors, a simple four-step model describes the basic process of gas phase ozone depletion by chlorine.



1. The free chlorine atom collides with an ozone molecule in the stratosphere.

2. Upon collision, one of the three oxygen atoms separates to bond with the chlorine, forming a chlorine monoxide molecule (CLO).

3. A free oxygen atom collides with the CLO molecule.

4. The collision reaction breaks the bond between the chlorine atom and the oxygen atom which separates to bond with the other oxygen atom and forms a free oxygen molecule. This prevents the free oxygen atom from bonding with an ozone molecule to form a new ozone molecule. The chlorine atom is then liberated to start the cycle.

Chlorine acts as a catalyst in each of the processes. It does not undergo any change, nor is it consumed by the various chemical reactions described above. The same chlorine atom is capable of going on to destroy one-hundred thousand ozone molecules. Chlorine atoms are thought to have a minimum stratospheric life expectancy of six years.

# Sample Questions from Tech. Certification Workbook

- Refrigerant Classification**  
Classify the below listed carbon based refrigerants as either single component, azeotropic or zeotropic:  
R-11 R-12 R-13 R-22 R-32  
R-113 R-114 R-115 R-123 R-124  
R-125 R-134a R-152a R-218 R-290  
R-318 R-401A R-401B R-401C R-402A  
R-402B R-403B R-404A R-500 R-502  
R-503 R-507 R-23
- Compressor Lubricating Oil Compatibility**  
What is meant by the term hygroscopicity as applied to compressor lubricating oils?
- Pressure Temperature Relationship**  
If the measured temperature of a refrigerant is above the saturation temperature corresponding to the existing measured pressure, the refrigerant is known to be:  
  
If the measured temperature of a refrigerant is below the saturation temperature corresponding to the existing measured pressure, the refrigerant is known to be:
- Fractional and Temperature Glide**  
The location of a leak determines whether or not fractionation will occur. Indicate whether or not (yes or no) fractionation will occur for the following leak locations:  
Suction line: Condenser:  
Compressor: Liquid line:  
Discharge line: Evaporator:
- ASHRAE Refrigerant Safety Classification**  
Classify the following refrigerants according to the ASHRAE safety code:  
R-11 R-12 R-13 R-114  
R-22 R-113 R-500  
R-123 R-134a R-290  
R-502 R-503
- Refrigerant Handling Safety**  
Under what condition may refrigeration compressor oil become acidic?
- Ozone Depletion**  
What are the human health effects associated with increased exposure to ultraviolet-B?
- Global Warming**  
What chemical process contributes most to global warming?
- Use of Pressure Temperature Charts**  
Using a P/T Chart, answer the following question: Suppose the measured liquid line pressure is 210 psig for a commercial split air conditioning unit using R-22 refrigerant. If the liquid line temperature is 93 degrees F., what is the calculated liquid line subcooling?
- EPA Regulated and Unregulated Substances**  
What is the technical definition of an EPA Class 1 substance?
- Refrigerant Phaseout**  
Class 1 Refrigerants (single component CFCs and CFC based azeotropes) have an important phaseout date. The production phaseout date for new Class 1 refrigerant is:
- Appliances**  
What is the technical definition of a high pressure appliance?
- Recovery Evacuation Level Exceptions**  
Recovery to required evacuation levels is mandated for major repairs. List the four (4) major repairs as defined by the EPA.
- Mandatory Leak Repair**  
Units that are subject to mandatory leak repair are those normally containing a total refrigerant charge weight of at least how many pounds?
- Record Keeping Requirements**  
Where must a copy of the technician's certification be kept on file?
- Service Manifold and Hoses**  
What is a typical working pressure for standard charging hoses?
- Refrigerant Containers**  
In what type of container is refrigerant most commonly sold to the service technician industry?
- Leak Detection**  
What are the two (2) approved inert gases that can be used for inert gas pressurization?
- Recovery Devices**  
When using active, self-contained recovery devices, in general, what are the two (2) possible recovery modes?
- Refrigerant Recovery**  
What is one disadvantage to liquid recovery?
- Evacuation**  
What type of vacuum pump is required for "deep" vacuum service?
- Small Appliances**  
What criteria must an appliance meet in order to be considered a small appliance?
- High Pressure Appliances**  
When recovering liquid refrigerant from a unit with an access point involving a long vertical riser, would it be preferable to recover from the bottom or the top of the riser?
- Very High Pressure Appliances**  
What are the very high pressure appliance refrigerants?
- Low Pressure Appliances**  
What two methods may be used to recover refrigerant from a centrifugal chiller as a liquid?

ANSWER KEY:

- January 1, 1996
- An appliance containing Class 1 or Class 2 refrigerants with a boiling point between +50 and -50°F and is not a small appliance
- Compressor, condenser, evaporator or heat exchanger removal
- 50 lb or greater
- Posted at the place of employment
- 500 PSIG
- Deposited
- Nitrogen and CO<sub>2</sub>
- Liquid recovery, vapor recovery
- B1 - R-125
- A3 - R-290
- Moisture contamination of the oil, compressor burnout
- Shut control, exhaust, suppression of the immune system
- Burning of fossil fuels
- Chlorine or bromine containing substances that have an ODP (ozone depletion potential) of 12 or greater
25. Push pull, recovery unit or liquid pump
- R-11, R-12, R-13, R-22, R-23, R-24, R-25, R-26, R-27, R-28, R-29, R-30, R-31, R-32, R-33, R-34, R-35, R-36, R-37, R-38, R-39, R-40, R-41, R-42, R-43, R-44, R-45, R-46, R-47, R-48, R-49, R-50, R-51, R-52, R-53, R-54, R-55, R-56, R-57, R-58, R-59, R-60, R-61, R-62, R-63, R-64, R-65, R-66, R-67, R-68, R-69, R-70, R-71, R-72, R-73, R-74, R-75, R-76, R-77, R-78, R-79, R-80, R-81, R-82, R-83, R-84, R-85, R-86, R-87, R-88, R-89, R-90, R-91, R-92, R-93, R-94, R-95, R-96, R-97, R-98, R-99, R-100



# LUNDEBERG SCHOOL EPA REFRIGERATION TECHNICIAN 1994 COURSE SCHEDULE

## COURSE OUTLINE

Two-Day Course  
Preparation and Testing (8 a.m. - 4 p.m.)

### DAY ONE

1. Certification Process
2. Refrigerants and Compressor Lubricating Oils
3. Refrigerant/Oil Handling Safety
4. Environmental Impact of Refrigerants
5. Refrigeration Theory/Pressure Temperature Relationships
6. Laws and Regulations

### DAY TWO

Preparation 8 a.m. - 2 p.m.,  
Testing 2 p.m. - 4 p.m.

1. Refrigeration Servicing
2. Servicing Small Appliances
3. Servicing High-Pressure Appliances
4. Servicing Low-Pressure Appliances
5. Conversion of CFC Equipment
6. Demonstration of Approved Service Procedures
7. EPA Certification Test

## HOW TO REGISTER FOR THE COURSE

1. Pick a date.
2. Contact the port agent at the corresponding SIU union hall by telephone, fax or mail to reserve your space.
3. Advise the port agent no later than 10 days prior to the start of the course you want to attend.
4. Indicate whether or not you wish to purchase the book "Refrigerants and the Environment" (a manual which is recommended as course preparation). The cost of the study aid is \$25.00.

For more information, contact your port agent or the Lundeborg School vocational education department at (301) 994-0010, extension 422.



DATE	LOCATION	PHONE/FAX	
Tuesday-Wednesday Thursday-Friday	July 5-6 July 7-8	Baltimore, Md. SIU Hall 1216 E. Baltimore St. Baltimore, MD 21202	(410) 327-4900 FAX (410) 522-2867
Monday-Tuesday Wednesday-Thursday	July 11-12 July 13-14	Philadelphia, Pa. SIU Hall 2604 South 4th St. Philadelphia, PA 19148	(215) 336-3818 FAX (215) 271-5127
Monday-Tuesday	July 18-19	Sea-Land Bayonne, NJ	(201) 435-9424 FAX (201) 435-0935
Wednesday-Thursday	July 20-21	Jersey City, N.J. SIU Hall 99 Montgomery St. Jersey City, NJ 07302	(201) 435-9424 FAX (201) 435-0935
Monday-Tuesday	July 25-26	Brooklyn, N.Y. SIU Hall 635 4th Ave. Brooklyn, NY 11232	(718) 499-6600 FAX (718) 768-5058
Wednesday-Thursday	July 27-28	New Bedford, Mass. SIU Hall 48 Union St. New Bedford, MA 02740	(508) 997-5404 FAX (508) 999-6505
Tuesday-Wednesday Thursday-Friday	August 9-10 August 11-12	Jacksonville, Fla. SIU Hall 3315 Liberty St. Jacksonville, FL 32206	(904) 353-0987 FAX (904) 355-4347
Tuesday-Wednesday Thursday-Friday	August 16-17 August 18-19	Mobile, Ala. SIU Hall 1640 Dauphin Island Pkwy. Mobile, AL 36605	(205) 478-0916 FAX (205) 478-4658
Tuesday-Wednesday Thursday-Friday	August 23-24 August 25-26	New Orleans, La. SIU Hall 630 Jackson Ave. New Orleans, LA 70130	(504) 529-7546 FAX (504) 561-0681
Monday-Tuesday Wednesday-Thursday	August 29-30 Aug. 31 - Sept. 1	Houston, Tex. SIU Hall 1221 Pierce St. Houston, TX 77002	(713) 659-5152 FAX (713) 650-8629
Tuesday-Wednesday Thursday-Friday	September 13-14 September 15-16	Norfolk, Va. SIU Hall 115 Third St. Norfolk, VA 23510	(804) 622-1892 FAX (804) 640-0480
Tuesday-Wednesday Thursday-Friday	September 27-28 September 29-30	Wilmington, Calif. SIU Hall 510 N. Broad Ave. Wilmington, CA 90744	(310) 549-4000 FAX (310) 549-8931
Tuesday-Wednesday Thursday-Friday	October 4-5 October 6-7	San Francisco, Calif. SIU Hall 350 Fremont St. San Francisco, CA 94105	(415) 543-5855 FAX (415) 243-9926
Tuesday-Wednesday Thursday-Friday	October 11-12 October 13-14	Seattle, Wash. SIU Hall 2505 First Ave. Seattle, WA 98121	(206) 441-1960 FAX (206) 728-2272
Wednesday-Thursday Friday-Saturday	October 19-20 October 21-22	Honolulu, Hawaii SIU Hall 806 Kalihi St. Honolulu, HI 96819	(808) 845-5222 FAX (808) 841-1191
Tuesday-Wednesday Thursday-Friday	November 8-9 November 10-11	Port Everglades, Fla. SIU Hall 2 West Dixie Highway Dania, FL 33004	(305) 921-5661 FAX (305) 923-8495
Wednesday-Thursday Friday-Saturday	November 16-17 November 18-19	San Juan, P.R. SIU Hall 1057 Fernandez Juncos Ave. Stop 16 1/2 Santurce, PR 00907	(809) 721-4033 FAX (809) 725-8018
Tuesday-Wednesday	November 29-30	Algonac, Mich. SIU Hall 520 St. Clair River Dr. Algonac, MI 48001	(810) 794-4988 FAX (810) 794-0909
Thursday-Friday	December 1-2	Duluth, Minn. SIU Hall 705 Medical Arts Bldg. Duluth, MN 55802	(218) 722-4110 FAX (218) 722-8216
Tuesday-Wednesday	December 6-7	St. Louis, Mo. SIU Hall 4581 Gravois Ave. St. Louis, MO 63116	(314) 752-6500 FAX (314) 832-0283



# Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1994

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
<b>DECK DEPARTMENT</b>										
New York	32	36	6	18	22	4	15	64	62	11
Philadelphia	3	9	0	1	4	1	3	2	14	4
Baltimore	3	9	1	2	6	1	1	7	8	1
Norfolk	9	31	4	8	11	1	5	17	40	8
Mobile	12	17	0	5	8	2	6	23	32	1
New Orleans	26	33	5	26	17	3	12	43	46	10
Jacksonville	37	36	2	20	22	2	19	47	51	6
San Francisco	30	26	5	22	17	3	9	53	41	3
Wilmington	24	17	4	23	15	2	10	29	29	8
Seattle	25	21	6	17	24	4	12	40	30	5
Puerto Rico	15	5	1	9	1	0	5	18	7	2
Honolulu	4	10	6	2	8	5	3	11	26	12
Houston	28	32	12	18	27	10	16	47	50	17
St. Louis	2	3	1	1	5	0	0	1	2	1
Piney Point	1	4	0	0	5	0	2	2	11	1
Algonac	0	1	0	0	0	0	0	1	1	0
<b>Totals</b>	<b>251</b>	<b>290</b>	<b>53</b>	<b>172</b>	<b>192</b>	<b>38</b>	<b>118</b>	<b>405</b>	<b>450</b>	<b>90</b>
<b>ENGINE DEPARTMENT</b>										
New York	27	23	3	11	15	1	10	50	36	3
Philadelphia	2	2	0	3	0	0	1	2	6	0
Baltimore	1	8	1	3	2	1	0	2	11	2
Norfolk	8	13	4	5	2	0	2	13	29	8
Mobile	13	10	1	7	3	0	3	16	23	1
New Orleans	19	12	1	16	7	1	1	20	36	3
Jacksonville	12	15	2	8	14	1	6	27	34	4
San Francisco	18	15	1	7	15	1	4	33	19	1
Wilmington	7	11	4	7	15	5	5	12	18	1
Seattle	13	12	1	8	16	0	8	23	21	4
Puerto Rico	10	3	0	9	4	0	3	9	7	0
Honolulu	1	9	8	3	11	4	4	4	16	12
Houston	15	22	4	10	9	1	11	25	38	6
St. Louis	1	1	0	0	0	0	0	2	2	0
Piney Point	1	5	0	2	5	0	1	1	6	0
Algonac	0	2	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>148</b>	<b>163</b>	<b>30</b>	<b>99</b>	<b>118</b>	<b>15</b>	<b>59</b>	<b>239</b>	<b>304</b>	<b>45</b>
<b>STEWARD DEPARTMENT</b>										
New York	21	9	1	12	6	1	6	36	20	1
Philadelphia	0	3	1	1	2	1	0	1	2	2
Baltimore	5	1	0	1	1	0	1	7	2	0
Norfolk	8	7	1	3	4	0	0	15	13	4
Mobile	9	7	1	2	6	2	2	15	10	0
New Orleans	6	9	1	7	9	0	5	10	14	1
Jacksonville	13	5	1	9	4	2	7	22	10	1
San Francisco	38	16	1	27	5	0	6	71	19	2
Wilmington	15	5	0	12	4	0	3	17	6	1
Seattle	21	3	1	19	3	1	5	31	8	2
Puerto Rico	5	0	2	2	1	0	2	9	0	2
Honolulu	10	7	4	7	1	0	0	22	18	12
Houston	14	9	1	8	6	0	3	23	10	2
St. Louis	2	2	0	0	0	0	0	2	2	0
Piney Point	6	5	0	2	6	0	0	8	9	0
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>173</b>	<b>88</b>	<b>15</b>	<b>112</b>	<b>58</b>	<b>7</b>	<b>40</b>	<b>289</b>	<b>143</b>	<b>30</b>
<b>ENTRY DEPARTMENT</b>										
New York	9	52	5	5	16	0	0	28	96	27
Philadelphia	1	2	2	0	0	1	0	1	5	4
Baltimore	1	5	2	1	4	0	0	0	11	6
Norfolk	4	18	4	3	6	2	0	5	37	9
Mobile	1	18	2	1	6	0	0	4	30	3
New Orleans	4	24	7	7	15	3	0	11	42	16
Jacksonville	5	21	4	1	10	1	0	6	35	13
San Francisco	15	15	7	9	11	1	0	32	18	12
Wilmington	6	17	5	6	10	0	0	9	32	11
Seattle	8	14	7	5	12	0	0	12	34	13
Puerto Rico	5	8	2	6	5	0	0	10	8	5
Honolulu	4	24	59	2	6	13	0	15	84	131
Houston	3	19	2	0	5	0	0	6	37	8
St. Louis	0	1	0	0	1	0	0	0	2	0
Piney Point	0	31	0	0	15	0	0	0	30	2
Algonac	0	2	1	0	2	0	0	0	2	1
<b>Totals</b>	<b>66</b>	<b>271</b>	<b>109</b>	<b>46</b>	<b>124</b>	<b>21</b>	<b>0</b>	<b>139</b>	<b>503</b>	<b>261</b>
<b>Totals All Departments</b>	<b>638</b>	<b>812</b>	<b>207</b>	<b>429</b>	<b>492</b>	<b>81</b>	<b>217</b>	<b>1,072</b>	<b>1,400</b>	<b>426</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
 \*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.  
 A total of 1,219 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,219 jobs shipped, 429 jobs or about 35 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From May 16 to June 15, 1994, a total of 217 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 21,121 jobs have been shipped.

## August & September 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
Monday: August 8; Tuesday, September 6\*  
*changed by Labor Day holiday*

**New York**  
Tuesday: August 9, September 6

**Philadelphia**  
Wednesday: August 10, September 7

**Baltimore**  
Thursday: August 11, September 8

**Norfolk**  
Thursday: August 11, September 8

**Jacksonville**  
Thursday: August 11, September 8

**Algonac**  
Friday: August 12, September 9

**Houston**  
Monday: August 15, September 12

**New Orleans**  
Tuesday: August 16, September 13

**Mobile**  
Wednesday: August 17, September 14

**San Francisco**  
Thursday: August 18, September 15

**Wilmington**  
Tuesday: August 23\*, Monday, September 19  
*changed by Paul Hall Birthday holiday*

**Seattle**  
Friday: August 26, September 23

**San Juan**  
Thursday: August 11, September 8

**St. Louis**  
Friday: August 19, September 16

**Honolulu**  
Friday: August 19, September 16

**Duluth**  
Wednesday: August 17, September 14

**Jersey City**  
Wednesday: August 24, September 21

**New Bedford**  
Tuesday: August 23, September 20

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

## Personals

**ROBERT BRIGHT  
and  
ALLEN NELSON**

Earl Thomas is trying to locate you. Please write him at 730 East 166th Street, #8H, Bronx, N.Y. 10456.

**ROBERT BYRON BYRNE**

Please get in touch with your sister, Madeline Al-Molky, at 24 Lorne Avenue, Dartmouth, Nova Scotia, Canada B2Y 3E5.

**ANDREW KAMEDRA (or KAMIDRA)**

Anyone knowing the whereabouts of Andrew Kamedra (or Kamidra) is asked to contact his niece, Susan Berosh, at 630 E. Jensen #127, Mesa, Ariz. 85203.

**FREDERICK SANDERSON**

Please write your cousin, Eleanor Manly Stinson, at 729 Dogtown Road, Clarksburg, Ohio 43115; or telephone (902) 466-3343.

**ROBERT DANIEL SMITH**

Please contact your daughter, Sonny Caroline, at P.O. Box 95, Augres, Mich. 48703; or call (517) 876-2644.

**EDWARD THOMASIAN**

Please contact your son, Edward Burdat, at (907) 784-3316. It's important.

**SYLVESTER WOODS**

Please contact Andralla Woods.



**Seafarers International  
Union Directory**

**Michael Sacco**  
President  
**John Fay**  
Secretary-Treasurer  
**Joseph Sacco**  
Executive Vice President  
**Augustin Tellez**  
Vice President Collective Bargaining  
**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 Corgay**  
Vice President Gulf Coast

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

**ALGONAC**  
520 St. Clair River Dr.  
Algonac, MI 48001  
(313) 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  
(205) 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**  
2 West Dixie Highway  
Dania, FL 33004  
(305) 921-5661

**SAN FRANCISCO**  
350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855

**Government Services Division**  
(415) 861-3400

**SANTURCE**  
1057 Fernandez Juncos Ave.  
Stop 16 1/2  
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**

MAY 16 — JUNE 15, 1994

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
<b>DECK DEPARTMENT</b>									
Algonac	0	22	51	0	41	1	0	44	6
<b>ENGINE DEPARTMENT</b>									
Algonac	0	13	4	0	19	1	0	24	5
<b>STEWARD DEPARTMENT</b>									
Algonac	0	0	0	0	4	0	0	8	2
<b>ENTRY DEPARTMENT</b>									
Algonac	0	11	3	0	0	0	0	27	2
<b>Totals All Departments</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>0</b>	<b>103</b>	<b>15</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
\*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.

**Dispatchers' Report for Inland Waters**

MAY 16 — JUNE 15, 1994

\*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
<b>DECK DEPARTMENT</b>									
Atlantic Coast	4	0	0	3	0	0	25	2	0
Gulf Coast	4	0	9	1	2	1	2	2	23
Lakes & Inland Waters	61	0	0	20	6	0	56	0	0
West Coast	2	2	11	96	5	33	2	3	54
<b>Totals</b>	<b>71</b>	<b>2</b>	<b>20</b>	<b>120</b>	<b>13</b>	<b>34</b>	<b>85</b>	<b>7</b>	<b>77</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	1	0	0	2	0	0	2	1	0
Gulf Coast	0	1	2	0	0	0	0	1	7
Lakes & Inland Waters	40	0	0	7	2	0	39	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>41</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>2</b>	<b>7</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	5	0	0	1	0	0	8
Lakes & Inland Waters	11	0	0	6	0	0	11	0	0
West Coast	1	0	1	0	0	0	2	1	7
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>15</b>
<b>Totals All Departments</b>	<b>125</b>	<b>3</b>	<b>28</b>	<b>135</b>	<b>15</b>	<b>35</b>	<b>141</b>	<b>10</b>	<b>99</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
\*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.

**Reminder: Z-Cards Must Be Renewed**

All Seafarers are reminded that their z-cards have to be updated by 1998. The Coast Guard has outlined a plan, based on the issuance date of the documents obtained before 1991. The date of issuance is located on the back of the z-card to the right of the thumb prints. (Since 1991, z-cards have been issued with expiration

dates posted on both the front and back of the documents.)

The following chart shows the year that merchant mariner's documents, in order to remain active, must be renewed based on issuance dates. The exact date of expiration matches the month and day of issuance.

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

Source: Federal Register, September 16, 1993



The growing ranks of SIU pensioners has been increased by 48 Seafarers who have ended their careers as professional mariners. Brother Robert Schwarz has ended 51 years at sea, the longest of all Seafarers who this month were announced by the Seafarers Pension Plan as retiring. He joined the union in 1943 in the port of Mobile, Ala.

Of those union brothers signing off this month, 32 sailed in the deep sea division, 12 sailed in the inland division, three sailed on the Great Lakes and one sailed in the Atlantic Fisherman's division.

Of the retiring Seafarers, 23 served in the U.S. military: 14 in the Army and nine in the Navy.

Six of those beginning their shoreside years attended recertification courses at the Lundeberg School. Brothers John Moss, William Reeves and Schwarz completed the bosun recertification program in 1974. Brother Cesar Blanco graduated from the steward recertification program in 1982 while Brothers Courtney Rooks and Floyd King finished the program in 1981 and 1986, respectively.

On this page and the next, the LOG presents brief biographical accounts and the seagoing activities of this month's pensioners.

**DEEP SEA**



**ROBERT ADAMS, 69**, joined the Seafarers in 1980 in the port of Tampa, Fla. Born in Cleveland, he sailed in the deck department. Brother Adams upgraded frequently at the Lundeberg School. He served in the U.S. Army from 1957 to 1958. Brother Adams retired to Augusta, Ga.

**JAMES ALLEN, 62**, joined the SIU in 1952 in the port of Mobile, Ala. A North Carolina native, he sailed in the deck department. Brother Allen served in the U.S. Army from 1948 to 1952. He resides in Baton Rouge, La.



**THURMON BARNES, 59**, joined the union in 1968 in the port of Norfolk, Va. Born in Rocky Mount, N.C., he sailed in the deck department. Brother Barnes was a member of the U.S. Army from 1957 to 1965. He calls Portsmouth, Va. home.

**JULIO BAQUERIZO, 65**, joined the Seafarers in 1967 in the port of New Orleans, La. A native of Ecuador, he sailed in the engine department. Brother Baquerizo retired to New Orleans.

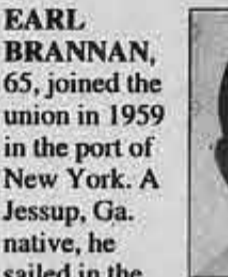


**To Our New Pensioners  
... Thanks for a Job Well Done**

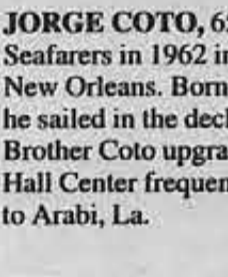
*Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.*



**CEASAR BLANCO, 68**, joined the SIU in 1967 in the port of San Francisco. Born in the Philippines, he completed the steward recertification program at Piney Point in 1982. Brother Blanco served in the U.S. Navy from 1945 to 1950. He calls San Francisco home.



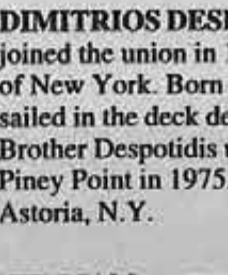
**EARL BRANNAN, 65**, joined the union in 1959 in the port of New York. A Jessup, Ga. native, he sailed in the deck department. Brother Brannan served in the U.S. Army from 1951 to 1953. He resides in Richland, Wash.



**JORGE COTO, 65**, joined the Seafarers in 1962 in the port of New Orleans. Born in Costa Rica, he sailed in the deck department. Brother Coto upgraded at the Paul Hall Center frequently. He retired to Arabi, La.



**ROBERT DAWSON, 68**, joined the SIU in 1969 in the port of Seattle. A California native, he sailed in the deck department. Brother Dawson upgraded at the Lundeberg School in 1979. He was a member of the U.S. Navy from 1943 to 1946. He calls Seattle home.



**DIMITRIOS DESPOTIDIS, 65**, joined the union in 1969 in the port of New York. Born in Greece, he sailed in the deck department. Brother Despotidis upgraded at Piney Point in 1975. He resides in Astoria, N.Y.



**WILLIAM EHRET, 62**, joined the Seafarers in 1967 in the port of San Francisco. A native of Everett, Wash., he sailed in the engine department. Brother Ehret upgraded at the Lundeberg School frequently. He served in the U.S. Navy from 1952 to 1956. Brother Ehret lives in Seattle.



**JOHN ELLIOTT, 67**, joined the SIU in 1945 in the port of Philadelphia. Born in Brooklyn, N.Y., he sailed in the deck department. Brother Elliott served in the U.S. Army from 1953 to 1955. He still calls Brooklyn home.

**FRED HEAD, 65**, joined the union in 1970 in the port of New York. An Alabama native, he sailed in the engine department. Brother Head upgraded at the Paul Hall Center frequently. He served in the U.S. Navy from 1947 to 1967. Brother Head resides in Scotland, Conn.



**LARRY HINES, 56**, joined the Seafarers in 1969 in his native Seattle. Brother Hines sailed in the engine department. He upgraded frequently at Piney Point. Brother Hines served in the U.S. Navy from 1955 to 1959. He retired to Issaquah, Wash.



**HALSTEAD JACKSON, 62**, joined the SIU in 1967 in the port of Seattle. Born in the British West Indies, he sailed in the deck department. Brother Jackson calls Nederland, Texas home.



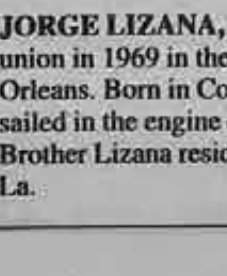
**DONALD KEITH, 65**, joined the union in 1966 in his native New York. Brother Keith sailed in the steward department. He upgraded at the Lundeberg School in 1981. Brother Keith was a member of the U.S. Navy from 1945 to 1948. He still calls New York home.



**FLOYD KING, 76**, joined the Seafarers in 1959 in the port of Portland, Ore. Born in Marion, La., he completed the steward recertification program at Piney Point in 1986. He retired to Compton, Calif.



**FRED LINDSEY, 55**, joined the SIU in 1960 in the port of Mobile, Ala. An Alabama native, he sailed in the steward department. Brother Lindsey calls Mobile home.

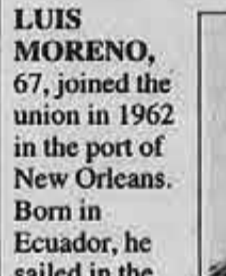


**JORGE LIZANA, 64**, joined the union in 1969 in the port of New Orleans. Born in Costa Rica, he sailed in the engine department. Brother Lizana resides in Metairie, La.

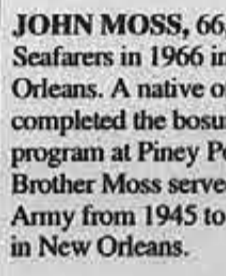
**JACK MARCARIO, 65**, joined the Seafarers in 1978 in the port of New York. A Brooklyn, N.Y. native, he sailed in the engine department. Brother Marcario upgraded at the Lundeberg School frequently. He served in the U.S. Navy. Brother Marcario retired to Mount Holly, N.J.



**WILLIAM McLAREN, 72**, joined the SIU in 1962 in his native Galveston, Texas. During the 1960s, Brother McLaren worked as a dockworker for Galveston Wharves. He still calls Galveston home.



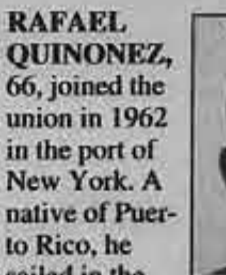
**LUIS MORENO, 67**, joined the union in 1962 in the port of New Orleans. Born in Ecuador, he sailed in the steward department. Brother Moreno lives in Houston.



**JOHN MOSS, 66**, joined the Seafarers in 1966 in the port of New Orleans. A native of Wisconsin, he completed the bosun recertification program at Piney Point in 1974. Brother Moss served in the U.S. Army from 1945 to 1947. He resides in New Orleans.



**RAMDHANI NANDKESHWAR, 64**, joined the SIU in 1951 in the port of New York. Born in British Guiana, he sailed in the engine department. Brother Nandkeshwar calls Virginia Beach, Va. home.



**RAFAEL QUINONEZ, 66**, joined the union in 1962 in the port of New York. A native of Puerto Rico, he sailed in the engine department. Brother Quinonez retired to Orlando, Fla.

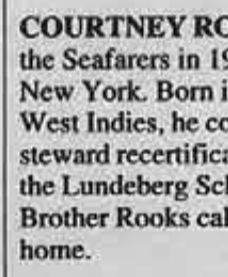


**VICTOR PRADO, 65**, joined the Seafarers in 1961 in the port of New York. Born in Costa Rica, he sailed in the deck department. Brother Prado upgraded frequently at the Paul Hall Center. He served in the U.S. Army from 1957 to 1960. He will be retiring to Costa Rica.

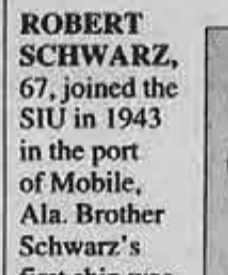
**WILLIAM REEVES, 62**, joined the SIU in 1959 in the port of Mobile, Ala. An Alabama native, he completed the bosun recertification program at Piney Point in 1974. Brother Reeves served in the U.S. Army from 1953 to 1955. He resides in Mobile.



**ADOLPH RODRIGUEZ, 65**, joined the union in 1952 in the port of Houston. A Texas native, he sailed in the engine department. Brother Rodriguez lives in Texas City, Texas.



**COURTNEY ROOKS, 69**, joined the Seafarers in 1955 in the port of New York. Born in the British West Indies, he completed the steward recertification program at the Lundeberg School in 1981. Brother Rooks calls New Orleans home.



**ROBERT SCHWARZ, 67**, joined the SIU in 1943 in the port of Mobile, Ala. Brother Schwarz's first ship was the *John F. Whitten*. A Mobile County, Ala. native, he completed the bosun recertification program at Piney Point in 1974. Brother Schwarz last sailed aboard the *LNG Leo*. He retired to Citronelle, Ala.



**JOHN SHAW, 72**, joined the union in 1946 in the port of New York. The Texas native sailed in the steward department. Brother Shaw resides in Philadelphia.



**JAMES STRAIN, 65**, joined the Seafarers in 1967 in the port of New York. Born in Texas, he sailed in the deck department. Brother Strain was a member of the U.S. Navy from 1948 to 1952. He lives in Pottsboro, Texas.



**JOSE VIOLANGO, 71**, joined the SIU in 1974 in the port of Seattle. A Philippines native, he sailed in the deck department. Brother Violango calls Seattle home.



# Pensioners

Continued from page 17

## INLAND



**GERALD ANSELL**, 62, joined the union in 1969 in the port of Norfolk, Va. A native of Knotts Island, N.C., he

sailed in the deck department. Boatman Ansell upgraded at the Lundeberg School in 1973. He served in the U.S. Coast Guard from 1949 to 1954. Brother Ansell retired to Chesapeake, Va.

**MARIO GRIMALDI**, 65, joined the SIU in 1983 in the port of New York. A native of Italy, he sailed in the deck department. Boatman Grimaldi served in the Italian military from 1950 to 1951. He resides in the Bronx, N.Y.



**JULIO MACIA**, 66, joined the SIU in 1979 in the port of Baltimore. Born in Argentina, he sailed in the

engine department. Boatman Macia upgraded at Piney Point in 1979. He lives in Ft. Washington, Md.

**DUANE MADDEN**, 63, joined the union in 1970 in the port of Philadelphia. A native of Orbisonia, Pa., he sailed



in the engine department. Boatman Madden was a member of the U.S. Navy from 1949 to 1953. He retired to Titusville, Fla.



**LAODIS PRIMEAUX**, 64, joined the SIU in 1964 in the port of Port Arthur, Texas. A Louisiana native, he sailed

in the deck department. Boatman Primeaux served in the U.S. Army from 1953 to 1955. He resides in Kaplan, La.

**ELTON MERRITT**, 62, joined the Seafarers in 1979 in the port of Norfolk, Va. Born in Snowhill, Md., he sailed in the engine department. Boatman Merritt served in the U.S. Army in 1948. He calls Cape Charles, Va. home.

**RONALD SHAW**, 66, joined the union in 1970 in the port of New York. A native of New Jersey, he sailed in the



steward department. Boatman Shaw upgraded at Piney Point in 1979. He served in the U.S. Army from 1945 to 1946 and the U.S. Navy from 1960 to 1963. Boatman Shaw lives in Ocala, Fla.



**RICHARD TANNER**, 71, joined the Seafarers in 1973 in the port of Jacksonville, Fla. Born in Massachusetts, he

sailed in the deck department. Boatman Tanner was honored in 1992 for the rescue of a burned mariner who had jumped into Tampa Bay after his own tug exploded. Tanner was sailing aboard the *Ocean Star* when the rescue occurred. Boatman Tanner calls Tampa, Fla. home.

**FREDERICK TAYLOR**, 39, joined the SIU in 1975 in the port of Norfolk, Va. A native of Williamston, N.C., he sailed in the deck department. Boatman Taylor retired to Suffolk, Va.

**JACK TILLET**, 62, joined the union in 1953 in the port of New York. Born in North Carolina, he sailed in the



engine department. Boatman Tillett resides in Chesapeake, Va.



**IRVING WALDEN**, 63, joined the Seafarers in 1972 in the port of Norfolk, Va. A Mathews County, Va.

native, he sailed in the deck department. Boatman Walden served in the U.S. Army from 1952 to 1954. He lives in Mathews, Va.

**JESSE WATSON SR.**, 71, joined the SIU in 1968 in the port of Philadelphia. Born in Berlin, N.J., he sailed in the deck department. Boatman Watson served in the U.S. Army from 1942 to 1946. He retired to National Park, N.J.

## GREAT LAKES

**NASER ALGAHMI**, 62, joined the union in 1966 in the port of Toledo, Ohio. A native of Yemen, he sailed in the



engine department. Brother Alghami resides in Dearborn, Mich.



**JACK BENNETT**, 62, joined the Seafarers in 1960 in the port of Detroit. Born in Gainsville, Ga., he sailed

in the deck department. Brother Bennett still calls Gainsville home.

**FRANK STIGLICH**, 65, joined the SIU in Cleveland in 1969. Born in Calumet, Mich., he sailed in the



deck department. Brother Stiglich served in the U.S. Army from 1963 to 1965. He resides in Calumet.

## ATLANTIC FISHERMEN

**LAWRENCE SCOLA**, 65, joined the Seafarers in 1961 in his native Gloucester, Mass. Brother Scola served in the U.S. Navy. He fished in the waters surrounding Gloucester for his entire Seafaring career. Brother Scola continues to call Gloucester home.

# 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.

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.

## It's Not Too Late to Plan a Summer Vacation at Piney Point

The Independence Day holiday marks the midpoint of the summer season—so there is still plenty of time to plan a vacation for the entire family during the sweltering months of July and August.

And the Lundeberg School is the perfect location from which to base a summer vacation—whether your idea of a holiday is swimming, fishing, sailing, tennis, touring, reading or just relaxing.

A vacation stay at the Lundeberg School is limited to two weeks per family. The daily cost per member is

\$40.40. An additional fee of \$9.95 per day is charged for the Seafarer's spouse and for each child (there is no charge for children 11 or younger). This price includes comfortable accommodations, all meals and use of the school's educational and recreational facilities.

Don't delay: take advantage of this unique union benefit and send the completed application form to the Seafarers Training Center, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010 to make reservations.

### SEAFARERS TRAINING CENTER Vacation Reservation Information

7/94

Name: \_\_\_\_\_

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone number: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

Date of arrival: 1st choice \_\_\_\_\_ 2nd choice \_\_\_\_\_ 3rd choice \_\_\_\_\_

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



# Digest of Ships Meetings

The Seafarers LOG attempts to print as many digests of union ship-board 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.

**USNS STALWART** (U.S. Marine Management), January 11—Chairman **Randy Livernois**, Secretary **John Billington**, Deck Delegate **Ron Cleveland**, Engine Delegate **Esaias Brown**, Steward Delegate **James Sivells**. Crewmembers elected new delegates. Chairman reminded crew to upgrade skills at Lundeberg School and pay dues. He announced Navy's recreational facilities are available to crewmembers. Crew commended galley gang members Chief Steward **Billington**, Chief Cook **Sivells** and **SA Kenny Crousel** for an outstanding job. Next port: Panama.

**EMPIRE STATE** (OMI), February 5—Chairman **Sidney Wallace**, Secretary **R. Seaman**, Educational Director **Howard Schoenly**, Deck Delegate **Michael Stein**, Steward Delegate **Eugene Perez Jr.** Chairman reminded members to work in professional manner using teamwork. He advised crew to show support for union. Secretary read communications from Military Sealift Command. Crewmembers asked contracts department when hazard pay is in effect. No beefs or disputed OT reported. Chairman urged members to keep ship clean. Crew requested more reading material.

**SEA-LAND PRODUCER** (Sea-Land Service), February 6—Chairman **Jack Edwards**, Educational Director **Brian Connell**, Deck Delegate **Larry Thompson**. Chairman advised crewmembers of late arrival in Oakland, Calif. and loading of bunker oil in Long Beach, Calif. Treasurer stated \$50 in ship's fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

**STONEWALL JACKSON** (Waterman Steamship), February 27—Chairman **Carl Lineberry**, Secretary **E. Hoitt**, Educational Director **Wayne McKeeler**, Deck Delegate **R.A. Christensen**, Engine Delegate **M. Novak**, Steward Delegate **Farid Zaharan**. Chairman announced Alexandria, Egypt to be next port before reaching Suez Canal. Secretary stated all union forms are available from him. Educational director encouraged members to upgrade skills at Piney Point while on beach or take summer vacation time to visit the fine facility. Treasurer reported \$480 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew noted *Seafarers LOGs* brought aboard by patrolman. Crewmembers discussed smoking policy as described in new contract. Crew requested room antennas be fixed and gave vote of thanks to steward department for job well done.

**USNS ANTARES** (Bay Ship Management), February 27—Chairman **Tom Casey**, Secretary **A. Lagasca**, Educational Director **W. Day**. Crew discussed need for more recreational equipment. Chairman discussed war zone bonus with crewmembers and reminded members to keep all pay vouchers, discharges and receipts for future reference. Secretary asked crewmembers for suggestions for crew photo for *Seafarers LOG*. Deck delegate requested blackboard and keys for crew lounge. He also advised members that utility room needs to be kept

clean. No beefs or disputed OT reported. Chairman reminded crew to do laundry before arriving in port of Mogadishu. Crew requested new movies. Next port: Durban, South Africa.

**CAPE WRATH** (Amsea), March 20—Chairman **Steve Melendez**, Secretary **L. Oram**, Deck Delegate **B. Brunette**, Engine Delegate **R. Opiel**, Steward Delegate **D. Landry**. Chairman noted meeting held by Baltimore patrolman and thanked him for up-to-date information. The bosun asked contracts department to clarify overtime rates and lifeboat procedures. He also reminded crew to use common courtesy in laundry rooms. Secretary noted washing machine needs repair. Educational director advised members to upgrade at Lundeberg School. Treasurer stated \$205 in ship's fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew requested refrigerators in rooms and juices for break room. Next port: Charleston, S.C.

**OMI STAR** (OMI), March 13—Chairman **Robert Allen**, Secretary **W. Robles**, Educational Director **John Anderson**, Deck Delegate **Julio Arzu**, Engine Delegate **Joseph Manuel**, Steward Delegate **Andre Gee**. Chairman encouraged crewmembers to team up to get work done. He thanked steward department for separating plastic items from regular garbage. No beefs or disputed OT reported.

**SEA-LAND INNOVATOR** (Sea-Land Service), March 14—Chairman **Claude Dockrey**, Secretary **Jose Bayani**, Educational Director **Olie Webber**, Deck Delegate **Francis Henson**, Engine Delegate **J.R. Miller**, Steward Delegate **A. Westbrook**. Secretary thanked deck and engine departments for maintaining clean ship. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew extended special vote of thanks to **SA Jose Castro** for job well done keeping mess halls clean and orderly. Next port: Long Beach, Calif.

**SEA-LAND TACOMA** (Sea-Land Service), March 14—Chairman **Joseph Artis**, Secretary **Mark Scardino**, Educational Director **G. Ackley**, Steward Delegate **Frank Martin**. Chairman stated crewmembers waiting for copies of new contract. He announced payoff in Tacoma, Wash. No beefs or disputed OT reported. Crew asked contracts department to look into having company bring back van service for pedestrians inside Sea-Land terminals. Crew thanked steward department for keeping ship clean and providing great meals. Chairman reminded crew to separate plastic from trash.

**USNS ANTARES** (Bay Ship Management), March 27—Chairman **Tom Casey**, Secretary **Pancho Lagasca**, Educational Director **William Day**. Chairman discussed strict laws in Singapore and advised crewmembers to conduct themselves in safe manner. He reminded them that it is illegal to chew gum in that country and that the execution of Singapore law is harsh and brutal. Bosun also encouraged members to upgrade skills at Paul Hall Center. Secretary urged crewmembers to contribute comments and suggestions to

steward department. He reminded members to return all plates, cups and silverware to galley. Educational director requested VCR in other lounges aboard ship and better selection of reading material. Deck delegate noted crew lounge needs keys and linen locker needs to be kept clean. He requested weight room for crew use and noted installation of blackboard. No beefs or disputed OT reported. Crewmembers requested mattresses be replaced.

**CHARLES L. BROWN** (Transoceanic Cable), April 28—Chairman **Jeremiah Harrington**, Secretary **Oswaldo Castagnino**, Educational Director **Ruben Velez**, Deck Delegate **Paul La Torre**, Engine Delegate **Stephen Walters**, Steward Delegate **Barney Johnson**. Chairman informed parts for crew dryer and ice machine should arrive soon. He noted ship to pay off in next port and remain on cable repair standby. He reminded crewmembers every four months ship goes out on cable training exercise. Bosun asked crew to clean up after themselves in laundry, lounge and mess areas. Treasurer stated \$400 in ship's fund. No beefs or disputed OT reported. Chairman reported list of repairs and requests brought up at meeting will be posted. Crew requested new mattresses for rooms. Next port: St. Thomas, V.I.

**EMPIRE STATE** (OMI), April 14—Chairman **Sidney Wallace**, Secretary **Harry Gearhart**, Educational Director **Howard Schoenly**, Deck Delegate **Michael Stein**, Steward Delegate **Eugene Perez**. Chairman noted upcoming payoff. Secretary announced birth of his 5lb. 14 oz. baby boy. Educational director urged members to upgrade at Piney Point. Engine delegate announced upcoming fire and boat drill. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Next port: New York.

**GREEN ISLAND** (Waterman Steamship), April 25—Chairman **S. Reed**, Secretary **J. Reid**. Chairman noted *Seafarers LOGs* received. Secretary thanked crewmembers for good trip and hard work. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew discussed starting movie fund.

**LIBERTY SUN** (Liberty Maritime), April 3—Chairman **Glen James**, Secretary **F. L. Washington**, Educational Director **R. Kolonias**. Chairman announced ship to pay off before layup in New Orleans. Secretary reminded members to clean rooms and turn in keys before signing off. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to look into time off after foreign voyage.

**LNG AQUARIUS** (ETC), April 22—Chairman **J.J. Cooper**, Secretary **F. Robertson**, Educational Director **Endang Abidin**, Deck Delegate **Norman Armstrong**, Engine Delegate **Aaron Thaxton**, Steward Delegate **Perry McCall**. Chairman complimented crewmembers for job well done and reminded crew to smoke only in designated areas. He discussed seafaring needed for benefits. Secretary advised crew to keep lounge clean. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman noted crewmembers should conduct themselves in proper manner at all times while ashore.

**LNG LEO** (ETC), April 24—Chairman **Carlos Pineda**, Secretary **David Pappas**, Deck Delegate **Richard Henderson**, Engine Delegate **John Smith**, Steward Delegate **Glenn Williams**. Chairman asked crewmem-

bers to respect those off watch by not slamming doors. Educational director advised members to plan ahead and begin thinking about applying for 1995 SIU scholarships. Treasurer stated \$452 in ship's fund. No beefs or disputed OT reported. Crew extended special vote of thanks to entire steward department for outstanding performance and fine food. Next port: Nagoya, Japan.

**NEDLLOYD HOLLAND** (Sea-Land Service), April 17—Chairman **Walter Petty**, Secretary **F. Costango**, Educational Director **D. Manthei**, Deck Delegate **Robert Grubbs**, Steward Delegate **Willie Grant**. Educational director encouraged members to upgrade skills at Piney Point. Deck delegate reported disputed OT. Engine delegate reported beef. No beefs or disputed OT reported by steward delegate. Chairman reported *Seafarers LOGs* received. Next

Saipan.

**SEA-LAND CONSUMER** (Sea-Land Service), April 17—Chairman **W. Mortier**, Secretary **D. Dwyer**, Educational Director **P. Fable**. Chairman encouraged members to read *Seafarers LOG* for all union business. Educational director advised members to upgrade as soon as possible at Lundeberg School. Treasurer reported \$30 in ship's fund. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for excellent meals. Next port: Oakland, Calif.

**SEA-LAND DEVELOPER** (Sea-Land Service), April 20—Chairman **D. Cella**, Secretary **L. Pinn**, Educational Director **J. Ross**, Deck Delegate **John Kelley**, Engine Delegate **Jeffrey Murray**, Steward Delegate **Michael Linus**. Chairman discussed repair list with crewmembers. He reported smooth

## Empire State Brings U.S. Soldiers Home



The SIU-crewed *Empire State* departed the port of Mogadishu on March 24 with approximately 400 soldiers, marking the end of U.S. armed forces support for the UN operation to feed starving Somalis. The vessel returned to New York on April 15, when this photo was shot. From the left are Steward Assistant **Eugene Perez**, Chief Steward **Tannous "Tony" Bachir** and Steward Assistant **Miguel Collizo**.

port: Charleston, N.C.

**OMI CHAMPION** (OMI), April 3—Chairman **M. De la Cerda**, Secretary **L. Ewing**, Educational Director **E. Gibson**, Deck Delegate **Larry McCants**. Chairman announced ship scheduled for 30 days in shipyard in Mobile, Ala. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**OMI DYNACHEM** (OMI), April 17—Chairman **Larry Kunc**, Secretary **Steven Wagner**, Educational Director **W.C. Weekley**, Deck Delegate **Thomas Keenan**, Engine Delegate **Nester Martinez**, Steward Delegate **Kenneth Kelly**. Chairman reported ship has not received copies of new contract. He advised members of payoff upon arrival in Long Beach, Calif. Secretary reminded crewmembers to put clean linens in rooms before signing off. Treasurer noted new movies purchased with movie fund monies. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**PFC. DEWAYNE T. WILLIAMS** (Amsea), April 18—Chairman **Alvin McCants**, Secretary **S. Avalone**, Educational Director **P. Muellersman**, Deck Delegate **John Davis**, Engine Delegate **Fred Caltabiano**, Steward Delegate **Gerald Bowman Jr.** Chairman asked contracts department to send copy of contract to ship. He announced video of "Scandal at Sea" received from headquarters and stressed need for crewmembers to view. He advised members that payoff has been extended to later in the month instead of scheduled time. No beefs or disputed OT reported. Deck delegate urged members to upgrade as much as possible at Paul Hall Center. Bosun reminded crewmembers to respect local culture while in Guam and

sailing and urged crew to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crewmembers discussed Sea-Land's efforts to re-flag vessel and what it would mean to crew. Crew thanked communications department for "Scandal at Sea" video and noted all have viewed interesting and shocking story. Crew extended special vote of thanks to headquarters for keeping crewmembers at sea updated on important union news.

**SEA-LAND INTEGRITY** (Sea-Land Service), April 17—Chairman **Leon Jekot**, Secretary **P. Laboy**, Educational Director **Denis Baker**, Steward Delegate **B. Lamb**. Chairman announced payoff in Charleston, N.C. No beefs or disputed OT reported. Crew requested repairs for chairs and radio in crew recreation room. Crew also asked for VCR and thanked steward department for job well done.

**SEALIFT ARABIAN SEA** (IMC), April 17—Chairman **Tom Prather**, Secretary **A. Hassan**, Educational Director **Donald Swanner**, Engine Delegate **James Murphy**. Chairman noted dryer repaired and as a result, washing and drying of linens has been improved. Crew welcomed new steward aboard ship. Educational director reminded crewmembers educational videos on underway replenishment are available for viewing. No beefs or disputed OT reported. Chairman advised crew that styrofoam cups are considered plastic and so should not be mixed with paper.

**SEALIFT PACIFIC** (IMC), April 17—Chairman **F. Gongora**, Secretary **J. Iverson**, Educational Director **Jason Etnoyers**. Chair-

Continued on page 20



## Ships Digest

Continued from page 19

man noted ship due in Houston, then on to Jacksonville, Fla. Secretary discussed viewing educational films for training and stated taped video of facilities at Piney Point, accompanied by course selections, would spur greater interest by members who may not have upgraded. Educational director reminded engine department members to apply to Paul Hall Center for EPA course. No beefs or disputed OT reported.

**DUCHESS** (Ocean Shipholding), May 1—Chairman Paul Dornes, Secretary R. Jones, Educational Director L. Wright, Deck Delegate Kevin Mercky, Engine Delegate K. Friebel, Steward Delegate Jose Bermudez. Chairman reported payoff in New York. No beefs or disputed OT reported. Crewmembers gave vote of thanks to galley gang for job well done.

**JULIUS HAMMER** (OCCI), May 2—Chairman J.R. Colonyelo, Secretary I. Salis, Educational Director Larry Phillips, Deck Delegate William Eden, Engine Delegate Robert Auletto. Secretary noted all communications to and from union headquarters are available to all crewmembers. Educational director reminded members to get benzene clearance before end of year. Chairman discussed U.S. Coast Guard's policy of no longer keeping backup copies of crewmembers' discharges. Treasurer stated \$124 in ship's fund. Deck and engine delegates reported disputed OT. Steward delegate reported beef. Chairman announced FAX from SIU headquarters posted. Crewmembers requested repair or replacements for couch, VCR and TV in crew lounge. Crew also asked for new speakers, movies and heavy duty ice maker for crew lounge.

**LIBERTY SEA** (IMC), May 15—Chairman Mario Romero, Secretary Neville Johnson, Educational Director Thomas Martinez, Deck Delegate Mark Butler, Engine Delegate Gerald Rogers. Chairman noted smooth sailing and advised members of payoff in New Orleans. He added patrolman will meet ship in port. The bosun reminded Seafarers to sign crew list and extended vote of thanks to galley gang for job well done. Secretary also reported smooth sailing and announced ship going to shipyard for 60 days in New Orleans. Educational director encouraged members with enough seafaring to upgrade at Paul Hall Center while on beach. No beefs or disputed OT reported.

**LIBERTY STAR** (Liberty Maritime), May 1—Chairman John Neff, Secretary H. Jones Jr., Deck Delegate Leonard Zimmerman, Engine Delegate Robert Woods, Steward Delegate H. Batiz. Chairman noted new wash-

ing machine needed for crew wash-room. Secretary thanked crewmembers for keeping ship clean and making voyage pleasant. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew extended special vote of thanks to steward department for good meals and keeping clean ship. Crew reminded of importance of donating to SPAD.

**OMI MISSOURI** (OMI), May 12—Chairman C.A. Gutierrez, Secretary R. Jones, Educational Director K. Hall, Engine Delegate Nelson Patterson. Chairman announced ship's arrival in Lake Charles, La. Educational director stressed importance of crewmembers upgrading their skills at Piney Point. No beefs or disputed OT reported. Crew requested patrolman meet vessel in next port. Crew discussed smoking in designated areas. Bosun gave vote of thanks to galley gang.

**OMI PLATTE** (OMI), May 8—Chairman Charles Parks, Secretary C. Hollings, Educational Director Elliott Rhodes, Deck Delegate Stacy Twiford, Engine Delegate Martin Allied, Steward Delegate W. Jack. Chairman reported payoff in Port Arthur, Texas. He noted ship may or may not go to shipyard. Crew will be advised upon arrival in port. Secretary stated additional stores will be available for next voyage. Educational director reminded crew to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification on vacation time. Crewmembers thanked galley gang for job well done.

**OMI STAR** (OMI), May 19—Chairman Robert Allen, Secretary Edwin Sempritt, Educational Director Joseph Manuel, Steward Delegate Ruben Casin. Chairman commended deck department for job well done separating plastic from garbage and using good seamanship while cleaning tanks. Secretary thanked crewmembers for keeping galley and mess hall clean. Educational director advised members to upgrade at Piney Point. No beefs or disputed OT reported. Crewmembers discussed having separate lounge for non-smokers. Crew requested new furniture and new curtains in mess hall and crew quarters.

**OOCL INNOVATION** (Sea-Land Service), May 8—Chairman A. Moshin, Secretary R. Hess, Educational Director R. Tannis, Deck Delegate Mark Lamar, Engine Delegate Todd Smith. Chairman advised members of various upgrading opportunities available at Lundeberg School and reminded them to donate to SPAD. Secretary reminded crew of security within SIU. He noted upgrading forms available in each *Seafarers LOG*. No beefs or disputed OT. Crew extended strong vote of thanks to steward department for job well done. Bosun asked crewmembers to help keep mess hall clean. He asked members not to slam doors in passageways or play loud music. Crew requested extra washing machine. Chairman thanked all departments for job well done. Next port: Norfolk, Va.

**OVERSEAS ARCTIC** (Maritime Overseas), May 18—Chairman J. Williams, Secretary H. Davis, Educational Director E. Figgie, Deck Delegate Ramon Castro, Engine Delegate L. Reynolds, Steward Delegate Juan Gonzales. Chairman advised crew of payoff in St. James, La. No beefs or disputed OT reported. Crew asked contracts department to look into additional dental and optical benefits. Bosun requested new TV antenna for crew lounge. Crewmembers extended special thanks to galley gang members Chief Steward Davis, Chief Cook Gonzales and SA Arnulfo Lacayo for

superb job in the culinary field. Next port: New Orleans.

**OVERSEAS OHIO** (Maritime Overseas), May 25—Chairman Robert Pagan, Secretary Earl Gray, Educational Director M. Ribeiro, Steward Delegate D. Bergeson. Chairman commended crewmembers for excellent work and thanked steward department for job well done. Secretary thanked crew for clean ship and for helping keep plastic separated from trash. He advised crewmembers to buy American-made union goods. Educational director urged members to make use of Lundeberg School—the greatest seafaring school for unlicensed seamen in the U.S. No beefs or disputed OT reported. Chairman advised members that photos of ship and crew appear in May issue of *Seafarers LOG*. Crew thanked galley gang for great job done by all. Crew requested new furniture, toaster, microwave oven and short wave radio for dining hall and recreation room. Next port: Valdez, Alaska.

**OVERSEAS VALDEZ** (Maritime Overseas), May 8—Chairman Robert Zepeda, Secretary Tyler Laffitte, Educational Director Earl Macom, Deck Delegate Tony Garcia, Engine Delegate John Fleming. Chairman reminded crew of payoff in Lake Charles, La. No beefs or disputed OT reported. Bosun gave vote of thanks to steward, engine and deck departments.

**SEA-LAND ATLANTIC** (Sea-Land Service), May 1—Chairman John Adams, Secretary Edward Porter, Educational Director Jerry Dellinger, Deck Delegate James Higgins, Engine Delegate Kevin DeSue, Steward Delegate Bruce Messer. No beefs or disputed OT reported. Crew extended special vote of thanks to galley gang for job well done. Next port: Charleston, S.C.

**SEA-LAND DISCOVERY** (Sea-Land Service), May 6—Chairman Nelson Sala, Secretary J.R. Colls, Educational Director J. Shuler, Deck Delegate E. Zoubantis, Engine Delegate Diosdado Compis, Steward Delegate Radomes Cosme. Chairman announced payoff in next port and reminded members to separate all plastic items from regular trash. Secretary announced stores were not received in New Orleans. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Next port: Elizabeth, N.J.

**SEA-LAND EXPRESS** (Sea-Land Service), May 1—Chairman E. Duhon, Secretary E. Douroudous, Educational Director R. Clock, Engine Delegate Richard Surrick. Educational director reported *Seafarers LOGs* received and urged all members to take advantage of upgrading opportunities available at Paul Hall Center. Steward delegate reported disputed OT. Chairman reminded crewmembers to keep laundry door closed at night to eliminate noise. Crew requested transportation from gate to ship at least three times per day at Sea-Land Tacoma terminal.

**SEA-LAND INNOVATOR** (Sea-Land Service), May 8—Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director Brian Conell, Deck Delegate Mark Lance, Engine Delegate J.R. Miller, Steward Delegate Gum Poy Wong. Secretary praised and thanked crewmembers for clean and safe ship. No beefs or disputed OT reported. Crew complimented galley gang for job well done. Crew asked that ship be fumigated upon arrival at next port, which is Long Beach, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), May 15—Chairman Lothar Reck, Secretary G. Bronson, Educational Director Taylor Clear, Deck Delegate Julius Udan, Engine Delegate Joseph Ar-

nold, Steward Delegate Rang Ngyuten. Chairman urged members to donate to SPAD. He advised crew to clean rooms before signing off and reminded them—when going ashore—to check in with patrolman, immigration and customs. Secretary announced crewmembers extended special votes of thanks to deck department members Julius and Anthony

**SEALIFT ARABIAN SEA** (IMC), May 15—Chairman Tom Prather, Secretary Ali Hassan, Educational Director D. Swanner, Deck Delegate Rodney Jimenez, Steward Delegate Joseph Simonetti. Chairman reminded members to have voice and vote in union meetings. Educational director informed crewmembers that underway replenishment videotapes are avail-

## Manning the Galley



The galley gang aboard the cable ship *Global Sentinel* does its best to keep its crewmembers well fed. From the left are Cook/Baker Billy Ahmed Muthana, 3rd Cook Brian Lindsey, Galleyman Rudy Moreira and Chief Cook Richard Monolo.

**Udan** for donating fresh tuna in Guam. Educational director encouraged members to upgrade at Lundeberg School and apply for the 1995 Seafarers scholarship. Treasurer stated \$325 in ship's fund and \$56 in movie fund after 10 new movies purchased. No beefs or disputed OT reported. Crew extended congratulations to Teamsters union for settlement of their strike. Crew thanked galley gang for cookouts and good feeding. Next port: Tacoma, Wash.

**SEA-LAND PRODUCER** (Sea-Land Service), May 15—Chairman Jack Edwards, Secretary Donna Jean Clemons, Educational Director Jim Smitko, Deck Delegate Mark Stevens, Engine Delegate Ted Carter, Steward Delegate Susano Cortez. Chairman announced ship's arrival in Oakland, Calif. Treasurer stated \$55 in ship's fund. No beefs or disputed OT. Crew requested new iron. Bosun complimented crewmembers on smooth trip.

**SEA-LAND TACOMA** (Sea-Land Service), May 3—Chairman Joseph Artis, Secretary M. Scardino, Engine Delegate Charles Kennedy, Steward Delegate M. Bubaker. Chairman reminded members to return all dishes to pantry. He requested copy of new contract for ship. No beefs or disputed OT reported. Crew discussed importance of donating to SPAD and reported exercise equipment received. Crew gave vote of thanks to steward department for good service and food. Next port: Tacoma, Wash.

**SEA-LAND VOYAGER** (Sea-Land Service), May 15—Chairman J. Lundborg, Secretary L. Lightfoot, Educational Director W. Hatchel, Deck Delegate James Delay, Engine Delegate D. Milla, Steward Delegate Don Flunker. Chairman noted delay in schedule and payoff upon arrival in port. He thanked crewmembers for good trip. Secretary reminded members signing off to leave room clean and turn in keys. He announced there will be U.S. Coast Guard drill upon arrival in port which all crewmembers are required to attend. Educational director advised members to upgrade skills at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested new microwave oven for crew lounge. Crew commended galley gang for job well done and extended special thanks to GSU A. Alexander for keeping all spaces in "squeaky clean" condition. Next port: Tacoma, Wash.

able. No beefs or disputed OT reported. Crew thanked steward department for fine meals served. Chairman noted new VCR and videotapes to be purchased at next American military base. Engine delegate announced engine department is repairing ship's bicycle and building new shelves for crew laundry room.

**WESTWARD VENTURE** (Inter-ocean Management), May 11—Chairman M. Kadderly, Secretary R. Sanderson, Educational Director C. Cunningham, Deck Delegate W. Sieggreen, Engine Delegate S. Alvarado, Steward Delegate D. Skretta. Educational director urged members to read *Seafarers LOG*. No beefs or disputed OT reported. Crew discussed keeping individual drawers with locks for personal items. Chairman noted some movies are missing and reminded members to return after each use. Next port: Tacoma, Wash.

**STONEWALL JACKSON** (Waterman Steamship), May 8—Chairman Carl Lineberry, Secretary Ernie Hoitt, Educational Director Wayne McKeenan, Deck Delegate W. Gregory, Engine Delegate Michael Novak, Steward Delegate Farid Zaharan. Chairman announced arrival in Newport News, Va. and reminded members to put plastics in designated containers so steward department can dispose of properly. He advised crew that penalty for not doing so begins at \$25,000 and is reason for discharge from ship. Secretary noted all union forms, including vacation forms, are available. Educational director discussed excellent educational opportunities at Paul Hall Center. He also noted Piney Point is an excellent summer vacation site for entire family. Treasurer stated \$480 in ship's movie fund. Beefs reported by deck, engine and steward delegates. No disputed OT reported. Chairman reported *Seafarers LOGs* received in Bombay and Singapore. Crew asked contracts department to consider review of length of time members sail per job. He advised members to make copies of discharge papers because U.S. Coast Guard no longer retaining copies. Crew requested potato salad and better quality steaks. Crew noted radio reception very poor and discussed keeping VCR tapes in order. Crew thanked galley gang for job well done. Next port: Newport News, Va.

## Safety First!



Assistant Cook Charles Collier Jr. participates in a lifeboat drill aboard the *Cape Lobos* while the Amsea vessel was being taken from the Mobile shipyard to Wilmington, N.C.



# Final Departures

## DEEP SEA

### VASCO BARROS



Pensioner Vasco Barros, 81, passed away April 18. Born in Shanghai, China, he began his sailing career with the

Seafarers in 1951 in the port of New York. Brother Barros sailed in the engine department. In 1960, he received a personal safety award while sailing aboard the S.S. *Wild Ranger*. Brother Barros retired in March 1981.

### DANIEL BASARAC



Pensioner Daniel Basarac, 77, died April 15. A California native, he joined the Marine Cooks and Stewards in

1957 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Basarac began receiving his pension in September 1978.

### ROBERT BRIDGES JR.



Pensioner Robert Bridges Jr., 65, passed away May 5. Born in Savannah, Ga., he signed on with the SIU

in 1957 in the port of Lake Charles, La. Brother Bridges sailed in the steward department. He served in the U.S. Army from 1947 to 1950. Brother Bridges retired in June 1990.

### EDWARD CHOW

Pensioner Edward Chow, 65, died September 11, 1993. A native of China, he joined the Marine Cooks and Stewards in 1945 in the port of San Francisco, before that union merged with the AGLIWD. Brother Chow began receiving his pension in July 1973.

### PETER (GVOZDICH) DANIELS



Peter Daniels, 68, passed away April 28. Born in Pennsylvania, he joined the Seafarers in 1944 in the port of New

Orleans. Brother Daniels sailed in the deck department.

### DUANE DEWITT



Pensioner Duane Dewitt, 65, died March 23. A Blackfoot, Idaho native, he joined the Marine Cooks and

Stewards in 1974 in the port of San Francisco, before that union merged with the AGLIWD. Brother Dewitt served in the U.S. Army from 1950 to 1952. He retired in July 1993.

### PETER DI CAPUA



Pensioner Peter Di Capua, 71, passed away March 22. He joined the SIU in 1955 in his native Brooklyn, N.Y. Brother

Di Capua sailed in the deck department. He served in the U.S. Navy from 1942 to 1946. Brother Di Capua began receiving his pension in November 1988.

### JAMES FULLER



Pensioner James Fuller, 68, died April 26. Born in Springfield, Mass., he began his sailing career with the

union in 1948 in the port of New York. Brother Fuller sailed in the deck department. He upgraded frequently at the Lundeberg School. He served in the U.S. Navy from 1942 to 1946. Brother Fuller was a recipient of the Russian medal awarded to seafarers who sailed in the convoy runs to Murmansk and Archangel during World War II. Brother Fuller retired in April 1990.

### ARTHUR GARRETTSON



Pensioner Arthur Garrettson, 79, passed away May 19. A native of Seth, W. Va., he joined the Seafarers in 1954 in the

port of Alpena, Mich. as a Great Lakes member. In 1972, Brother Garrettson switched and began sailing in the deep sea division. He sailed in the engine department. Brother Garrettson began receiving his pension in September 1979.

### MICHAEL GAUDIO

Pensioner Michael Gaudio, 94, died April 13. He signed on with the SIU in 1958 in his native New York. Brother Gaudio sailed in the steward department. He served in the U.S. Air Force from 1942 to 1943. Brother Gaudio retired in July 1967.

### JACK LAKWYK



Pensioner Jack Lakwyk, 78, died April 15. Born in Holland, he joined the Marine Cooks and Stewards in

1952 in the port of New York, before that union merged with the AGLIWD. Brother Lakwyk served in the Dutch Navy from 1936 to 1938. He retired in August 1980.

### THOMAS MAGRAS



Thomas Magras, 70, passed away March 26. A native of the Virgin Islands, he joined the SIU in 1944 in the port of

New York. He sailed to Normandy during World War II and participated in the D-Day invasion. Brother Magras completed the bosun recertification program at the Lundeberg School in 1982.

### STEPHEN POLLOCK



Stephen Pollock, 40, passed away January 31, 1989. A native of Los Angeles, Calif., he joined the SIU in 1978

after graduating from the trainee program at Piney Point. Brother Pollock sailed in the deck department.

### CHARLES RIES



Pensioner Charles Ries, 64, died May 16. Born in Michigan, he began his sailing career with the Seafarers in 1957 in the

port of Seattle. Brother Ries sailed in the engine department. He upgraded at the Lundeberg School in 1976. Brother Ries served in the U.S. Army from 1946 to 1954. He retired in November 1988.

### CHARLES SCOTT



Charles Scott, 35, passed away March 8. A native of Jamaica Queens, N.Y., he signed on with the

union in 1993 in the port of Baltimore. Brother Scott sailed in the engine department. He last sailed aboard the *Global Sentinel*. Brother Scott also sailed aboard other Transoceanic Cable ships such as the *Global Mariner* and *Global Link*.

### JEFFREY SERMON

Jeffrey Sermon, 41, died May 6. Born in Ohio, he began his sailing career with the SIU in 1990 in the port of Wilmington, Calif. Brother Sermon sailed in the deck department.

### PETER SHELDRAKE



Pensioner Peter Sheldrake, 69, passed away May 13. A native of England, he sailed in the deck department.

Brother Sheldrake completed the bosun recertification program at the Lundeberg School in 1974. He served in the U.S. Navy from 1944 to 1948. Brother Sheldrake retired in February 1983.

### STANLEY SOKOL



Pensioner Stanley Sokol, 84, died May 26. Born in Krakow, Poland, he worked as an AB aboard the last

Polish passenger ship to sail

before the Nazis overran Poland in September 1939. Sokol joined the Sailors Union of the Pacific in 1940 and the SIU in 1941. He served aboard vessels that transported troops and goods to all theatres of World War II, Korea and Vietnam. Brother Sokol completed the bosun recertification program at Piney Point in 1974. Brother Sokol began receiving his pension in July 1975.

### WILLIAM TERRELL

William Terrell, 70, passed away April 29. A West Virginia native, he joined the Marine Cooks and Stewards in 1962 in the port of San Francisco, before that union merged with the AGLIWD. Brother Terrell retired in March 1989.

### FILOMENO VALIAO

Pensioner Filomeno Valiao, 73, died September 29, 1992. Born in the Philippines, he joined the SIU in 1970 in the port of San Francisco. He sailed in the steward department. Brother Valiao began receiving his pension in September 1984.

### HAROLD WALKER



Pensioner Harold Walker, 74, died May 10. Born in Knoxville, Tenn., he signed on with the union in

1976 in the port of New York. Brother Walker completed the steward recertification program at Piney Point in 1981. He retired in March 1989.

### FRANK WHITE



Frank White, 39, passed away January 9. A San Francisco native, he began his sailing career with the SIU in 1978 after

graduating from the Lundeberg School trainee program. He sailed in the engine department. Brother White returned to Piney Point in 1984 for upgrading courses. He last sailed aboard the *Sea-Land Innovator*.

### WALTER WRIGHT



Pensioner Walter Wright, 63, died May 17. Born in New Jersey, he joined the Seafarers in 1965 in the port of

Philadelphia. Brother Wright sailed in the deck department. He upgraded at the Lundeberg School in 1979. Brother Wright began receiving his pension in July 1984.

### BILLY WADDELL

Billy Waddell, 59, passed away May 12. A Limestone, Tenn. native, he joined the Seafarers in 1962 in the port of Detroit. Brother Waddell sailed in the engine department. He upgraded at the Lundeberg School in 1988. He served in the U.S. Marine Corps from 1952 to 1954. Brother Waddell last sailed aboard the *Sea-Land Developer*.

## INLAND

### JOHN BETHEL



John Bethel, 39, passed away December 4, 1993. A Philadelphia native, he joined the union in 1973 after completing

the trainee program at Piney Point. Boatman Bethel sailed in the deck department. He last sailed with Moran Towing.

### WILLIAM GLYNN

William Glynn, 54, died May 9. Born in Manteo, N.C., he began his SIU sailing career in 1962 in the port of Norfolk, Va. Boatman Glynn sailed in the engine department.

### ERIC RUIZ



Eric Ruiz, 31, passed away May 23. A Louisiana native, he joined the Seafarers in 1984 in Piney Point,

Md. after completing the Lundeberg School's training course for entry level boatmen. Brother Ruiz sailed in the deck department. He last sailed aboard Crescent Towing vessels.

## GREAT LAKES

### MOHAMED AMMARI



Mohamed Ammari, 55, died March 26. Born in Yemen, he signed on with the union in 1967 in the port of Buf-

falo, N.Y. Brother Ammari sailed in the steward department. He most recently sailed aboard the Boblo boats, which ferry passengers from Detroit to Boblo Island.

### EDWARD SHEBER



Edward Sheber, 62, passed away May 19. A native of St. Ignace, Mich., he joined the SIU in 1961 in the port

of Alpena, Mich. Brother Sheber sailed in the engine department.

## ATLANTIC FISHERMEN

### NICHOLAS TOBIN

Pensioner Nicholas Tobin, 85, died May 1. Born in Placentia, Newfoundland, he was one of the original members of the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD in 1981. Tobin fished off the shores of Gloucester and Boston, Mass. until his retirement in December 1973.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 525**—Graduating from trainee lifeboat class 525 are (from left, kneeling) Raymond Maule, Kenrick Gatton, Frederick Baker, Tracy Grant, Teddy Del Rosario, Brian DeMerritt, Michael Stringer, (second row) Jermaine Love, Jim Peterson II, Neale Hutson, Mark Genesis Roman, Loren L. Dekett, Lawrence Casey, Robert Hendershott, Bryan Garibaldi, Gerald Hartman Jr., Daniel Williams and Ben Cusic (instructor).



**Oil Spill Containment**—Certificates of completion were received by the May 27 class of upgraders. They are (from left, kneeling) Alex Lottig, Terry Smith, David Ellis, (second row) Sean Jones, Dennis Niemoeller, Raymona Gayton, Dennis Walker, Doug Flanagan, Phil Iddings and (last row, center) instructor Mark Jones.



**Fireman, Oiler, Watertender**—Working their way up the engine department ratings are (from left, kneeling) Scotty Greenlee, David Wogan, Alex Lottig, Dennis Bennett, Alfredo Arana, Terry Smith, (second row) Joseph Williams, Tom Stead, Raymona Gayton, James Cedeno, Michael Natoli, David Ellis, Delson Richardson, Marshall Sanford, (third row) Brett Sollee, Robert Rogers, Dennis Walker, Doug Flanagan, Thomas Wulforst, Sean Jones, Scott Vanslambrouck and Dennis Niemoeller.



**Upgraders Lifeboat**—Upgrading graduates of the May 18 lifeboat class are (from left, kneeling) Lloyd Bates, Timothy Mizwicki, Thomas Pappas, (second row) Rodney Thomas, Francisco Harry and instructor Jake Karaczynski.



**Bridge Management**—Upgrading members of the deck department completing the bridge management course on May 19 are (from left, first row) David Condino, Stephen Rivera, Todd McClane, Joe Mieluchowski, Michael Dempster, (second row) Tony Ray Gardner and Jim Brown (instructor).



**Limited License**—Completing the limited license course on May 19 are (from left) Bernard De Repentigny, Lloyd LaBeach, Alfred Ziegele and Carlos L. Quintana.



**Upgraders Lifeboat**—Graduating from the May 25 upgraders lifeboat course are Loren Wolfe (left) and Dennis Riley (right) with instructor Ben Cusic.



**Pumproom Maintenance Operations**—Receiving their certification in pumproom maintenance operations on June 9 are (from left, kneeling) William Behan, Robert Rice, Milton Greene, (second row) Paul Barbadillo, Dan Holden (instructor), Chris Zubowicz, Daniel Taggart, Sean Nolan, Gary Frazer and Leroy Williams.



**Advanced Refrigeration Container Maintenance**—The June 9 graduates of the advanced refrigeration container maintenance class are (from left) Eric Maizkuhn (instructor), Edward Rynberg, Eric Sutton, Michael Brown and Adolfo Schultze.



### LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between August and December 1994 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 job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

#### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	September 9	October 21
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Bridge Management (Shiphandling)	October 21	November 4
Radar Certification	August 19 September 16 October 14	August 26 September 23 October 21
Celestial Navigation	September 9	October 21
Limited License, Part 1	September 26	October 7
Limited License, Part 2	October 10	October 21
Limited License, Part 3	October 24	November 4

#### Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	August 26 October 21	September 2 October 28
Lifeboatman	August 12 August 26 September 9 October 7	August 26 September 9 September 23 October 21
Basic/Advanced Fire Fighting	September 16 November 25	September 30 December 9
Sealift Operations & Maintenance	September 5	September 30

#### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 3	November 7

#### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	Contact admissions office for starting dates	
Chief Cook, Chief Steward	Contact admissions office for starting dates	

#### Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
QMED - Any Rating	August 1	October 21
Fireman/Watertender and Oiler	September 12	October 21
Refrigeration Maint. & Operations	August 1	September 9
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	October 3	November 28
Crane Maintenance	September 12	October 21
Welding	October 24	November 18

#### 1994 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeberg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	August 22 September 5	August 26 September 9

#### General Education College Courses

Session III September 12 November 4

#### NOTICE TO SEAFARERS

In order to better meet the future needs of SIU members, the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education will be running a decreased class schedule during the months of November and December. During this time period, the school will be preparing additional classes based on new governmental regulations, upgrading present course materials and repairing and maintaining classroom equipment. Instructors also will be attending advanced courses to enhance their knowledge and skills. The full 1995 class schedule, which will be ready in late fall, will be published in the *Seafarers LOG* as soon as it is released. Members with any questions may contact the school's admission office at (301) 994-0010.

### UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)  
 Address \_\_\_\_\_  
(Street)  
 Telephone \_\_\_\_\_  
(City) (State) (Zip Code)  
(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: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

RETURN COMPLETED APPLICATION TO: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.



# SEAFARERS LOG



Volume 56, Number 7

July 1994

**SEAFARERS:**  
Act Now: Don't Put Your  
Vacation Plans Off Any Longer!  
There is still time to plan a family  
holiday this summer at the  
Lundeberg School. For additional  
information, see page 18.

## For the Hills, SIU Runs in the Family

Although he understandably does not remember it, SIU member **Billy Hill** got a very early taste of the camaraderie and generosity shared by members of the Seafarers.

"My dad (retired Seafarer **Chuck Hill**) was on a tanker the day I was born," he recalls. Later, "he had the whole crew come to the hospital, and they brought me all kinds of gifts: baseball gloves and bats, you name it. Keep in mind, I was one day old.

"But I like to say I was born into the SIU. It's in my blood."

Billy, 36, completed the bosun recertification course at the Paul Hall Center last month. His father also sailed as a recertified bosun before switching to the inland division, while Billy's brother, **Tracy**, is a chief pumpman.

Additionally, Chuck's stepfather, the late **Thomas Parrott**,

sailed with the SIU. In short, says Billy, Seafarers definitely run in the Hill family. "Plus I have three sons, and all three want to ship," he states. "I'm always bragging about the union."

### Proud Parent

Chuck Hill, 66, served in the Navy during World War II and then joined the SIU in 1947 in the port of Houston. He sailed until 1986.

"I was young and ready to see the world," he declares. "Then I started a family, and the contracts started getting better and better. It seemed natural to stick with it."

Twenty years ago, Chuck began working on tugboats. He occasionally was accompanied by Billy (then a teenager), who showed a strong eagerness to learn the trade.

"I really taught him everything I knew," says Chuck, who

still resides in the Houston area, where he now works as the personnel manager for a taxicab company. "He graduated from high school on a Friday and went to work on a tug that Monday.

"I never pushed him or Tracy, but I'm glad that's what they wanted to do. That's where the money is for blue-collar people today."

### Adventurous Lifestyle

For Billy Hill, who also lives in the Houston area, much of the attractiveness of a seafaring career stemmed from "the adventure, and a different lifestyle than a factory job or an office job," he explains. "I've loved it from the beginning, and the sea calls me back, no question."

Another attraction is the uninterrupted time he is able to spend with his family when he is not sailing. In fact, Billy, who last sailed aboard the *OMI Champion*, chuckles at the notion that his work may put a strain on the



**THREE GENERATIONS:** Chuck Hill's late stepfather, Thomas Parrott (left), was a chief steward in the SIU. Chuck Hill (center) sailed as a recertified bosun before switching over to the inland division; and Billy Hill recently completed the bosun recertification course at Piney Point.

family life that is so important to him. "I see my family more than most people see theirs, because when I'm home, I'm home for a long time," he says. "But I'm also happy to go back to sea, because I consider the membership to also be my family. In that sense, I feel very lucky."

When Billy is on the beach, he and his wife, Kay, and their children—18-year-old Kenny,

14-year-old Michael, 8-year-old Laura, and 6-year-old Billy Jr.—enjoy outdoor activities such as fishing and camping. They also are avid baseball fans.

But, like his father and brother, Billy cannot resist going back to sea. "I enjoy my work, and I'm grateful for the opportunity to earn a living by doing something I like," he says. "This is a good life."



**LEFT:** Chuck Hill (second from left) and fellow Seafarers meet with SIU Port Agent Joe Perez (right) for a payoff aboard ship.



**BELOW:** Billy Hill (left) and David Murray practice CPR as part of the bosun recertification course.



This 1970 photograph shows Chuck Hill (third from left) being honored by then-Texas Senator John Tower for courageous actions in Vietnam. Hill helped extinguish a shipboard fire that had been triggered by a napalm bomb. Also pictured (from left) are Billy and Tracy Hill, Mrs. Bobbie Hill, F. McNery of the Maritime Administration and R. Wilkens Jr., president of Wilkens Shipping Co.

### Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Johann Karl Kaiser-Friedrich.

Missing from Raleigh, N.C. since July 26, 1991 when he

was 3 years old, the child was abducted by his non-custodial mother, Karin Rita Kaiser. A felony warrant has been issued in her name.

At the time of his disappearance, the blonde-haired, brown-eyed boy was 3'1" tall and weighed 33 pounds. His hair color was turning reddish brown and he has a faint scar on the right side of his forehead.

Anyone having information on the whereabouts of Johann should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Raleigh Police Department at (919) 890-3961.



Johann Kaiser-Friedrich



Recertified Bosun Billy Hill (left) helps prepare for an underway replenishment operation aboard the *Pvt. Harry Fisher* near Diego Garcia.