

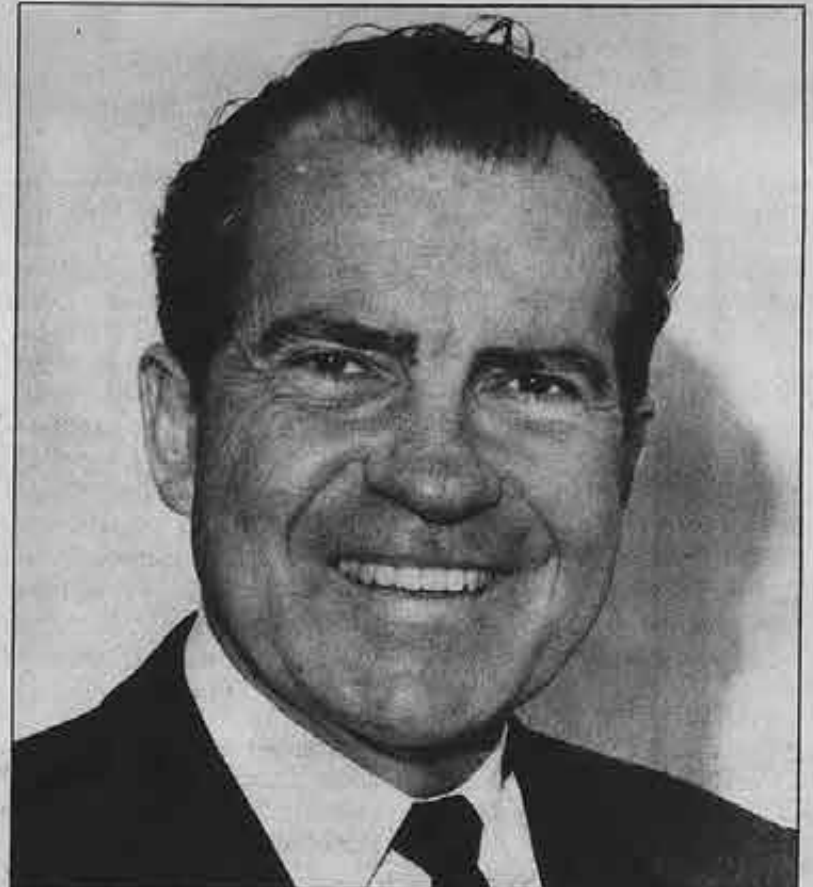
SEAFARERS LOG



Volume 56, Number 5

May 1994

Nixon Dies



Richard M. Nixon, who was respected as the "maritime president" because of the hope and support he gave U.S. shipping, died last month at the age of 81. Page 3.

Senate Panel Takes Up DOT's Maritime Plan

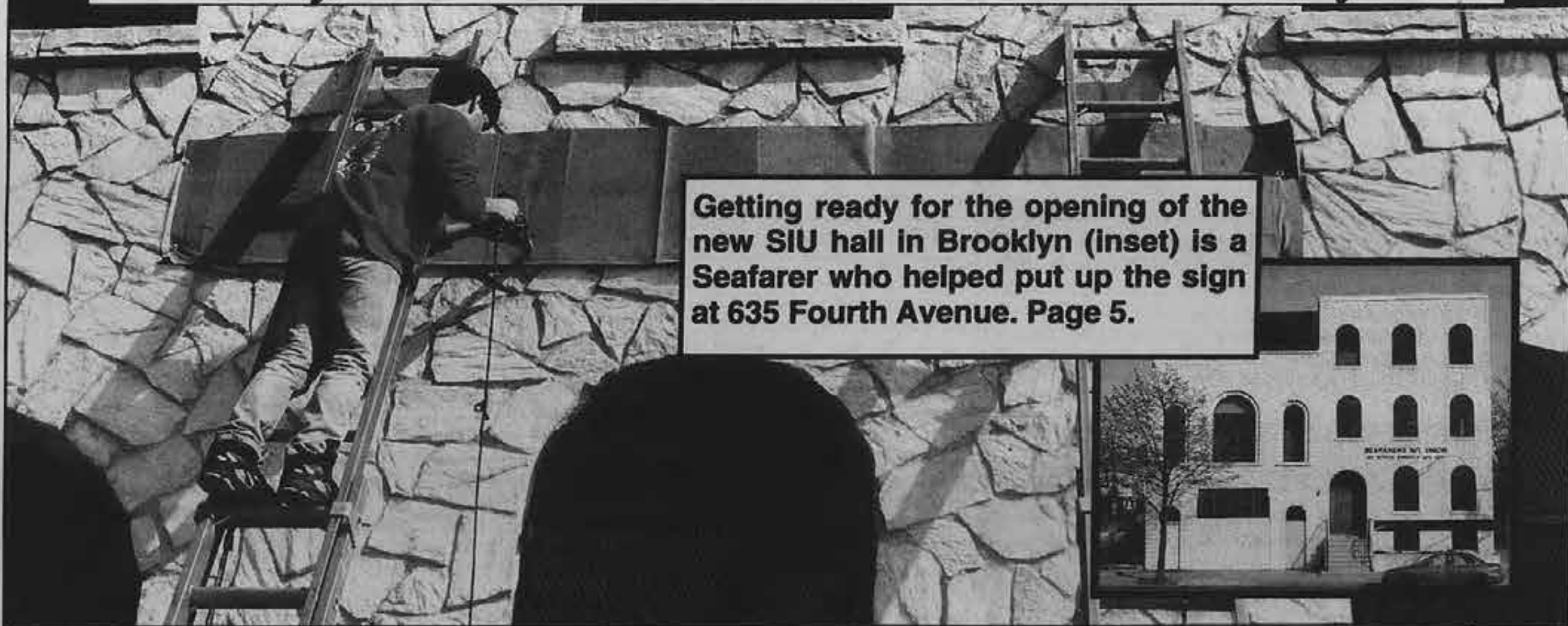
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CAROL CROSSAN
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690

Taking Over New Quarters in New York



Getting ready for the opening of the new SIU hall in Brooklyn (inset) is a Seafarer who helped put up the sign at 635 Fourth Avenue. Page 5.

Honing Skills for America's Sealift Demands

Pages 12 and 13



President's Report

Meeting U.S. Readiness Needs

Being prepared for any emergency is the hallmark of any intelligent, responsible operation. Certainly this is true of the nation's defense system.



Michael Sacco

The people with responsibilities for various aspects of the nation's security must exercise the maximum foresight and care to ensure that U.S. defense systems meet readiness objectives and sustainment options.

In this regard, there is some discussion taking place in the defense sector, the administration and Congress on how to maintain adequate crews with sufficient skills to man the sealift ships that traditionally have been operated and maintained by private U.S. shipping companies and American seamen throughout America's wars and conflicts.

Clearly, those responsible for the nation's security must have skilled merchant crews in sufficient numbers to meet the demands of surge shipping in the event of a military call-up.

From the standpoint of the SIU, we are acutely aware of our responsibility to provide manpower to sealift ships in operation and to those that are activated in times of emergency, among them vessels from the government's Ready Reserve Force, known as the RRF.

This union is determined to continue to assure the United States Armed Forces a pool of qualified, professional seamen who not only will man the sealift ships of the Military Sealift Command, but who also are available for RRF vessel positions when those ships are broken out.

It is the SIU's belief that good coordination and problem-solving must be managed by a single government agency for an issue of this scope. To coordinate the country's RRF crewing operation, the SIU recommends that the Maritime Administration serve as lead agency. With one agency in charge, all concerned groups can work productively to make sure that a plan and program are in place which guarantee the swift manning of activated ships.

The SIU believes that the rotary system of shipping practiced by maritime unions and U.S.-flag commercial companies with which they have collective bargaining agreements is the best guarantee of having sufficient crewmembers for any number of ships used in a military activation. That is one of the reasons why the U.S. must have a comprehensive maritime program which ensures that the nation has enough ships — container-ships, tankers, bulkers, passenger vessels and so on. The more U.S.-flag ships, the more working seamen and the more people who can be called on to crew sealift operations.

The union also recognizes that many of the nation's sealift ships have functions and systems and tasks not duplicated in commercial shipping. For the past 10 years, the SIU has been training Seafarers in those procedures that are part of military ship operations. For instance, SIU members have become trained and experienced in underway replenishment procedures, helicopter directions, forklift handling, Hagglands crane maneuvers and much more. Not only are these skills applicable to the vessels of the Military Sealift Command, but they also proved worthwhile when the RRF ships were broken out during Operation Desert Shield and Desert Storm.

In the months ahead, the union will put forth many ideas on what can be done to ensure the military's surge shipping requirements are met at the time of activation and sustained through any prolonged engagement. The SIU believes it has many positive contributions to make in this regard. With its accumulated experience since World War II of activations associated with Korea, Vietnam and, most recently, Desert Shield/Desert Storm, the SIU has seen what works and where there are glitches.

To this end, the SIU will work with all groups—such as the Department of Defense, the Department of Transportation and its Maritime Administration, shipping companies and other maritime unions—that share a concern for ensuring the United States has enough dependable, skilled seamen to meet the U.S. military's transport readiness needs.

Agencies, Unions Examine Surge Shipping Demands

Ensuring that government-owned, laid-up ships can be crewed with qualified seamen when those vessels are suddenly activated is a top priority of U.S. maritime unions and a number of agencies within the government.

In times of conflict, the U.S. government has broken out laid-up ships from its fleet of former commercial ships. During Operation Desert Shield and Desert Storm, the government activated 79 ships from this source, the Ready Reserve Force (RRF).

Crewing readiness requirements of the RRF were examined by representatives of unions which have sea-going members, officials of the Department of Defense (DOD) and the Department of Transportation's Maritime Administration (MarAd), the U.S. Coast Guard, American shipping company executives, heads of maritime academies and marine policy experts at a conference on April 5 in Washington, D.C. organized by the National Security and International Affairs Division of the Government Accounting Office (GAO).

The purpose of the meeting was to assess "new ways . . . to quickly crew ships" from the RRF, the GAO said in a press statement in advance of the conference.

At the conference, the SIU and the National Maritime Union (NMU), which together represent the vast majority of unlicensed seamen in the United States, sub-

mitted a joint statement announcing support for the GAO's conference objectives.

Unions Have 'Vital Role'

SIU Vice President for Contracts Augustin Tellez advised the meeting participants that the SIU and the NMU have been in continuing discussions on the matter. He distributed the joint statement and quoted from it when he said, "Naturally, the unions, as representatives of the workers involved in any break-out of the nation's shipping capability, have a vital role to play in whatever plan evolves.

"We think the record will point up the fact that the unions' apparatus and hiring hall mechanisms have worked well in meeting the requirements of surge shipping as recently as a few years back in Operation Desert Shield/Desert Storm," Tellez said.

The DOD representative at the conference reiterated the importance of the civilian operations to the military's sealift needs. James Johnson, director of the projection forces division of the assistant secretary of defense, said that one of DOD's "primary policies is to use the commercial sector to the maximum extent possible for transportation policy." He noted this process is a "wise use of taxpayer dollars."

MarAd is recommending several immediate steps be taken in order to assure the U.S. Armed

Forces that RRF ships will be swiftly crewed when activated. The agency's director of policy and plans, Bruce Carlton, said the first step toward securing an available pool of seamen for RRF ships is for Congress to enact and the president to sign into law, the Department of Transportation's program known as the "Maritime Security Program" which provides for some subsidies and other aids to a key segment of the U.S.-flag fleet.

Maintain RRF Ships

Carlton also suggested that certain RRF ships be maintained in a reduced operating status (ROS) with 10 crewmembers aboard a vessel to maintain its equipment and ensure that all shipboard systems are functioning. He noted that ROS crewing "creates jobs." He said, "This is a way of keeping people in the industry . . . Only by keeping jobs in the industry are we going to keep people available."

The GAO's representatives indicated the recommendations and thoughts of the conference participants would be compiled and circulated to interested policy-makers in Congress and the administration.

The SIU and the NMU, Tellez advised the GAO and the meeting's attendees, would continue discussions "with the purpose of developing positive and innovative approaches to a resolution" of the issue of crewing RRF ships.

Five Times More Oil Spilled By Pipelines Than Tankers

The nation's pipelines spilled 3.1 million gallons of oil in 1993, an amount five times that which was emitted by tankers, reports the study of a respected oil spill watch group which was highlighted in a number of news accounts last month.

Tanker spills in 1993 accounted for an accumulated 619,500 gallons, with no single spill over 1 million gallons (the definition of a major spill by regulatory standards), the Oil Intelligence Report study said.

The most oil released in a single pipeline accident was on March 28, 1993 near Reston, Va. There, 407,000 gallons of diesel fuel escaped from the Colonial pipeline, pouring into the Potomac River and saturating surrounding land.

That accident brought to the fore an industry that many claim is not adequately regulated. At congressional hearings two months after the Colonial accident, pipeline experts and environmental scientists joined federal, state and local officials in calling for more stringent controls on pipeline operations.

Pipeline leaks, ruptures and other failures result in damaged natural resources, loss of life, injuries, long-term illnesses, fires, disruptions to communities, toxic fumes and groundwater contamination, noted the witnesses at hearings which took place on May 18, 1993.

A writer and environmental activist who has compiled exten-

sive data on pipelines told the committee that pipelines account for more oil spillage than any other form of transport. Robert B. Rackleff, who is regarded as an authoritative source on pipeline safety because of his detailed research on the issue, said, "Oil pipelines spill or leak the equivalent of an Exxon Valdez spill every year in America, on average, year after year."

Most Dangerous Transport Form

Rackleff warned Congress that "petroleum pipelines are far more dangerous and unreliable than both the industry and regulators claim." He pointed out that Colonial spokesmen had claimed pipelines were the safest and most trouble-free form of oil transport. Yet 1991 and 1992 data indicate that Colonial pipeline "alone spilled more than did all the tankships and barges throughout the United States."

The recently released study by Oil Spill Intelligence Report found that every year twice as much crude oil is carried by pipelines than by waterborne transport. However, marine petroleum transport is far more highly regulated than the transport of oil and related products by pipeline.

For example, pipeline companies must report spills or leaks of more than 2,100 gallons, or which amount to \$5,000 or more in damages or which result in injuries or death. Tanker com-

panies, on the other hand, must report all spills over one gallon, or which produce a visible sheen on waters or which result in injury or \$100 in damages.

Rackleff recommended that pipelines be required to have a double wall with continuous leak detection mechanisms installed in ones that carry hazardous liquids through environmentally sensitive or populous areas. Double skin pipelines "can offer enhanced protection much the same as double-hull tankers, double-wall underground storage tanks and secondary containment of above-ground storage tanks," said Rackleff.

Pipelines transporting natural gas and other materials recently have come under scrutiny as well, as a result of several serious accidents. On March 24 of this year, close to 10 apartment buildings were destroyed by a pipeline-related blast in Edison, N.J. In the month before, a gas leak from a pipeline/barge facility for anhydrous ammonia fertilizer in St. Louis killed one worker and injured another.

The SIU has long been concerned with the dangers posed by pipelines. The union is part of the Florida Alliance, a coordinating organization which works to prevent further invasion of Florida communities by pipelines and to secure safety standards for the nation's pipeline systems that will minimize the risks and dangers now present in this method of oil transport.

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Senate Panel Tackles DOT Ship Bill

The Clinton administration presented its program to revitalize the U.S.-flag merchant fleet to the Senate when Transportation Secretary Federico Pena and Maritime Administrator Albert Herberger testified before the body's Commerce, Science and Transportation Committee on April 25.

The hearing marked the first time the Senate has taken up the Maritime Security and Trade Act of 1994 (S. 1945). The House Mer-

chant Marine Subcommittee started hearings on March 17 (seven days after Pena introduced the legislation at a Washington press conference) on the same bill, called H.R. 4003 in that body.

In their remarks, Senators Ernest Hollings (D-S.C.), the committee chairman; John Breaux (D-La.), chairman of the Senate Merchant Marine Subcommittee; Trent Lott (R-Miss.), ranking minority member of the

subcommittee; and Ted Stevens (R-Alaska) announced their support for the program. The senators noted the need to have such legislation enacted by the end of the year.

10-Year Program

As outlined by Pena, S. 1945 (as well as H.R. 4003) would provide \$1 billion over a 10-year period beginning in Fiscal Year 1995 to help fund the operations of up to 52 U.S.-flag liner vessels involved in foreign trade. If passed, the program would begin October 1. It would be implemented on a gradual basis.

Companies whose ships qualify to be included in a so-called "Maritime Security Program" would receive \$2.5 million per ship per year for the first three years, then \$2 million per ship per year through Fiscal Year 2004.

In order to be eligible for the program, companies would agree either to make their ships available to the Defense Department (DOD) or provide space on board such vessels for DOD cargo during national emergencies. The vessels must remain active in foreign commerce and be no more than 15 years old.

Pena proposed funding for the program by increasing tonnage fees to bring in an additional \$100 million a year. For those ships entering a U.S. port from a nearby Western Hemisphere foreign

port, the duties would rise from nine cents per registered tonnage to 24 cents. For those entering a U.S. port from all other foreign destinations, the cost would increase from 27 cents to 71 cents. No fees would be collected from vessels after their first five visits to the U.S. each year, as is currently the case.

Seek More Ships

While the senators announced they could support the program as written, they asked the secretary if means could not be found to fund and include even more ships. The legislators then presented some of their ideas.

One plan called for increasing the taxes on passenger tickets for cruise ships leaving U.S. ports or on containers loaded or offloaded at U.S. docks. Pena noted these proposals had been considered when the bill was being written, but the tonnage fee increase was the least objectionable. However, he did not rule out further reflection.

Lowering the size of the Ready Reserve Force (RRF) fleet was proposed. Breakbulk ships considered too old to sail or too

costly to maintain would be scrapped with the funds being placed within the revitalization program. Herberger noted such a plan could be done.

Still another idea brought forward by several senators called for DOD to provide some funding as the ships in the program must be militarily useful.

More hearings are scheduled for the Maritime Security and Trade Act. As the *Seafarers LOG* was going to press on April 28, the House Merchant Marine Subcommittee was gathering testimony on the funding mechanism of the bill and possible alternatives. The Senate Merchant Marine Subcommittee had scheduled a meeting for May 4 to discuss the legislation with maritime industry officials.

The House of Representatives is expected to hold floor debates on its version of the act during the summer. H.R. 4003 replaces for consideration H.R. 2151 which was passed last November in a bipartisan show of support by a 347-65 margin. H.R. 2151 only outlined a maritime revitalization plan without providing a specific funding mechanism.



Secretary of Transportation Federico Pena (left), accompanied by Maritime Administrator Albert Herberger, outlines the administration's program for the committee.



Sen. Breaux



Sen. Hollings

President Nixon, Architect of '70 Shipping Act, Dies at 81

Former President Richard M. Nixon, whose administration inspired hope and employment opportunities by formulating the U.S.-flag maritime program for the 1970s, died April 22, four days after suffering a major stroke. He was 81 years old.

In 1970, his administration, led by Commerce Secretary Maurice Stans and Maritime Administrator Andrew Gibson, worked with maritime unions, U.S. shipping companies and Congress to pass into law the first comprehensive legislation dealing with the U.S.-flag merchant fleet since 1936.

The Merchant Marine Act of 1970 authorized federal funds to finance a portion of the construction cost over a 10-year period for 300 new cargo vessels to be used in foreign trade. The bill also provided tax deferments to shipping operators to help finance new vessels for foreign, coastwise and Great Lakes service; extended construction and operating subsidies for bulk carriers; turned over enforcement of cargo preference to the Commerce Department (which then oversaw the Maritime Administration); required all components of U.S.-flag vessels be made and assembled in America and set up a system to phase out runaway-registry fleets.

When he signed the bill, which received overwhelming support from both houses of Congress, in October 1970, Nixon said the legislation would prove "American labor and American shipyards can do as well or better" than their foreign competitors. However, the energy crisis that hit the U.S. during the 1970s, touched off by the formation of a cartel by the oil-produc-

ing nations, adversely impacted the results of the 1970 law.

Addressed Seafarers

Nixon addressed the 1973 convention of the Seafarers International Union of North America.

In introducing him to the delegates, SIU President Paul Hall said that Nixon had done more to advance the interests of American mariners and American shipping than any other president in his lifetime as a seaman and union representative.

In addressing the Seafarers, Nixon reaffirmed his call for a strong U.S.-flag fleet.

"I am for a strong American merchant marine because if the United States, wherever there is a crisis, is going to be dependent on some other country, no matter how friendly it may appear to be at the moment, as our lifeline, then we had better watch out.

"Let's always be dependent on the United States of America whenever we have that kind of a crisis," Nixon said.

Navy Veteran

Born in Yorba Linda, Calif., Nixon served in the U.S. Navy during World War II. Shortly after returning home and joining a law firm, he was elected to the U.S. House of Representatives in 1946. Four years later, Californians elected him to the U.S. Senate.

Nixon made a name for himself in Washington as a member of the House Un-American Activities Committee seeking members of the Communist Party within the U.S. government.

In 1952, he was selected by Dwight D. Eisenhower as his



President Richard Nixon addresses the 1973 SIUNA Convention in Washington as Seafarers President Paul Hall (right) listens. On the platform with the president are (from left) SIU Secretary-Treasurer Joseph DiGiorgio, SIU Representative John Yarmola, Maritime Administrator Robert Blackwell and Commerce Secretary Frederick Dent.

running mate on the Republican ticket. The pair won an overwhelming victory, making Nixon the second youngest vice president in history. They were re-elected four years later.

Nixon claimed the GOP nomination for president in 1960, but was narrowly defeated by John F. Kennedy. He returned to California and ran for governor in 1962. Again, he lost and was considered finished in politics.

Mounts Comeback

However, he mounted a comeback and wrested the 1968 Republican presidential nomination. The California native beat Democrat Hubert Humphrey and Independent George Wallace for the White House. During the campaign, Nixon pledged his support to rebuild the U.S.-flag merchant fleet.

In 1972, Paul Hall headed a committee of maritime labor and ship operators to re-elect Nixon in appreciation of his keeping the

1968 campaign promise to rebuild the U.S.-flag fleet. The group presented a report on the president's record that read:

"The four years of the Nixon administration have been a time of progress for the United States Merchant Marine, the maritime industry and its related fields. There is positive evidence that the nation will be restored to a position of importance among maritime powers of the world. It translates into jobs for American seafarers, shipbuilders and related maritime workers."

Negotiated Arms Pact

Nixon captured all but one state and the District of Columbia in winning the 1972 election. But that victory was tainted by a burglary at the Democratic National Committee, located in the Watergate complex in Washington.

An investigation of the break-in eventually led to the White House and to Nixon. Before the investigation was completed, a

committee of the House of Representatives had started impeachment proceedings. Nixon resigned the presidency in August 1974.

As president, Nixon not only helped the merchant marine, he also restored diplomatic relations with China, signed a strategic arms limitation treaty with the Soviet Union and reached an agreement to end the war in Vietnam.

Years after his resignation, Nixon again came back to the national scene. His counsel, especially on foreign policy, was sought by every president who occupied the Oval Office since he left. He wrote several books, traveled abroad and established a reputation as an elder statesman. Only a month before his death, he had traveled to Russia to meet with its political leaders. Nixon was buried April 27 on the grounds of his presidential library in Yorba Linda. He is survived by his daughters, Tricia Cox and Julie Eisenhower.

U.S. Cruise Ship Plan Before Congress

SIU Backs Bills That Would Encourage Building Passenger Vessels

The SIU announced its support for legislation that would create a U.S.-flag coastwise cruise industry, which would produce jobs for American seamen, increase passenger and marine safety as well as boost the nation's security.

Terry Turner, the union's director of governmental relations, in his testimony urged the House Merchant Marine Subcommittee to support the U.S. Passenger Vessel Development Act (H.R. 3821 and H.R. 3822) during a hearing on April 11.

The act, written as two bills, is designed to promote the construction and operation of U.S.-flag cruise ships.

H.R. 3821 establishes the terms and conditions that would allow foreign-built vessels already sailing from U.S. ports to operate as interim U.S.-flag vessels crewed by American citizens if the operator agrees to contract with a U.S. shipyard for a U.S.-built replacement vessel of an equivalent or greater size.

H.R. 3822 amends certain Capital Construction Fund (CCF) and Internal Revenue Service provisions to stimulate the growth of the U.S.-flag cruise industry. It calls for a series of tax incentives, including federal loan guarantees and authority to use tax-deferred CCF deposits for investment in domestic cruise vessels.

Would Create Jobs

Speaking to the subcommittee, Turner said, "Passage of H.R. 3821 and H.R. 3822 will help promote

the development of a viable U.S.-flag cruise fleet by making it possible to operate U.S.-flag cruise ships on competitive terms with foreign-flag ships, thereby creating shipboard jobs for U.S. merchant mariners and shipyard workers."

"This legislation is designed to create jobs for shipyards and operators not just in the Northwest, but around the country," noted U.S. Representative Jolene Unsoeld (D-Wash.), sponsor of the legislation.

"[The bills] offer incentives to help larger U.S.-flag cruise ships that ply our oceans and smaller ones that sail on our rivers and stop at smaller ports," she added.

Subcommittee Chairman William Lipinski (D-Ill.) announced his strong support for the legislation based on its ability to employ more Americans.

"My goal in coming to Congress is to create jobs," the chairman said. "The biggest problem that we face as a nation is the erosion of our job base."

"Any legislation that creates jobs is a bill that I will support and endorse," Lipinski stated.

Shipyards Benefit

Turner pointed out to the subcommittee that more than 30,000 seafaring jobs alone could be created under the provisions outlined by the legislation. These jobs would be in addition to those needed in American shipyards to upgrade foreign-flag cruise ships to U.S. standards as well as others that will be created to build new cruise ships as called for in the legislation.

"Passage of the Passenger Vessel Development Act will generate

much-needed commercial work for U.S. yards," noted the SIU official.

He added that in recent years U.S. shipyards have suffered heavy losses of government work as defense spending has declined sharply. The end result has been the loss of 60,000 U.S. shipbuilding jobs, and more than 40 shipyards have been forced to close since 1981.

"Our nation's capacity to build ships is at stake, as are the livelihoods of an additional 180,000 shipyard and related workers," said Turner.

Turner estimated that the construction, conversion and upgrading of only 20 to 24 vessels in U.S. shipyards will provide work for approximately tens-of-thousands of shipyard workers.

He added that the U.S. steel industry would be another major beneficiary. Approximately 45,000 to 50,000 tons of steel would be needed for the production of a 1,250-passenger cruise ship.

The Passenger Vessel Development Act will result in the opening of new coastwise itineraries, thereby bringing cruise ships and the substantial economic benefits they generate to many U.S. port cities.

This will result in an increase in the number of stevedore and other port jobs (ship docking, bunkering, warehousing, etc.) throughout the United States. It also will increase jobs in local transportation, utility, services, wholesale and retail trade, finance, insurance and real estate industries in and around U.S. port cities.

Raise Safety Standards

In order to be re-flagged to the U.S. flag, the legislation calls on foreign-flag cruise ships operating out of American ports to upgrade their passenger and vessel safety standards.

"Of all the many issues of concern to the U.S. government agencies and bodies that deal with maritime-related matters, none is more important than the safety of life at sea," Turner told the panel.

"This concern is paramount, no matter what the vessel. It is greatly magnified, however, in the case of a cruise ship on which the lives of possibly as many as 3,000 passengers and crew could be put at risk in the event of an emergency at sea."

Accident analyses have shown that during an emergency at sea, the survival of passengers can depend on their being able to readily under-



U.S. Rep. Jolene Unsoeld (D-Wash.), left, discusses the Passenger Vessel Development Act with SIU Governmental Affairs Director Terry Turner.

stand and quickly follow instructions given to them by members of the crew. Other reports note approximately 85 percent of all cruise passengers who embark from U.S. ports are American citizens, virtually all of whom speak English.

Turner pointed out that the safety advantages of U.S.-flag ships go far beyond the matter of communication between passengers and crew. "U.S.-flag ships, unlike many foreign-flag ships, are subject to stringent safety regulations and standards. And U.S.-flag ships are manned by U.S. merchant mariners, who are counted among the best trained and most rigorously tested maritime professionals in the world," said Turner.

He pointed out that the U.S. Coast Guard conducts lifeboat testing and certifies firefighting testing of U.S. seafarers and issues them merchant mariner documents. U.S. mariners receive CPR and other first aid training. They also are subject to background checks and mandatory drug testing—all to ensure that U.S.-flag passenger ships remain among the safest.

Aid National Security

A larger fleet of U.S.-flag cruise ships will mean more shipboard jobs for U.S. mariners, which in turn will mean that a larger pool of trained American seafarers will be available to support U.S. defense efforts whenever necessary.

"Obviously, the skilled licensed and unlicensed members of vessel operating crews are of most interest to the Department of Defense, since they are needed to operate the ves-

sels used to transport supplies, heavy equipment and troops during military operations," noted Turner.

During military operations overseas, U.S.-flag cruise ships could be used as recreational facilities for U.S. troops; as hospital ships; as offshore command/control centers and as offshore barracks for U.S. military personnel when suitable shoreside facilities do not exist or, for security or political reasons, cannot be used.

Turner cited several recent cases of cruise ships being used in these and other capacities during military operations. For example, during the Falkland Islands War in 1982, Britain called upon three British-flagged cruise ships—the *Queen Elizabeth II*, the *Canberra* and the *Uganda*—and several passenger/car ferries for assistance. However, during the Persian Gulf War, the U.S. Navy's Military Sealift Command had to contract a foreign-flag cruise ship to serve as a recreation facility for U.S. military personnel.

According to cruise line industry sources, there were 129 vessels from North American ports in 1992. Only two ocean-going cruise vessels—the SIU-crewed *SS Constitution* and *SS Independence*—fly the U.S. flag.

Over 4 million people took cruise vacations generating roughly \$5 billion in revenue. These figures are expected to double by the year 2000. Currently, foreign-flag cruise vessels enjoy 99 percent of those revenues and pay little if any U.S. corporate income tax.

Maritime Briefs

Hawaii State Official Named to FMC Position

The Clinton Administration recently appointed Delmond Won, a shipping industry consultant and a member of Hawaii's Land Use Commission, to the five-member Federal Maritime Commission (FMC).

The appointment, which still must be approved by Congress, ends a year-long period during which the FMC operated with fewer than its full five members. In January, the administration appointed Joe Scroggins Jr., senior deputy port director at the port of Tampa, to another previously vacant commissioner's position.

Besides serving on the Land Use Commission, Won has worked in various capacities with Honolulu-based shipping companies since 1977.

The other FMC members are Chairman William Hathaway, Francis Ivancic and Ming Hsu. Ivancic is serving on an expired term and may be replaced later this year.



House Panel Begins Action On Inland Safety Bills

The House Merchant Marine and Fisheries Committee has started working on two pieces of legislation supported by the SIU designed to make the nation's inland waterways safer.

One bill, the Towing Safety Act (H.R. 4058), deals with many of the proposals outlined by Transportation Secretary Federico Pena before the Coast Guard and Navigational Subcommittee on March 3. The bill, which is expected to be considered this spring, would require tugs, tows and pushboats to carry radar, communications and navigational equipment. It calls for vessels to be operated by licensed masters and mates who have demonstrated their proficiency in working with the equipment. It also would require all crewmembers working aboard inland vessels to carry U.S. Coast Guard-issued merchant mariner documents.

The other piece of legislation, the Towing Vessel Navigational Safety Act (H.R. 3282), was marked up by the subcommittee last month. This bill, which awaits action by the full committee, deals only with equipping inland vessels with navigational and communications equipment.



5 Million Gallons of Oil Spilled in Tanker Accident

After two weeks of mostly unsuccessful efforts by cleanup crews, authorities in the United Arab Emirates halted cleanup attempts that followed a March 30 collision involving a loaded supertanker and a smaller, empty tanker near Fujairah.

The accident resulted in the Panamanian-registered *Seki* spilling 5 million gallons of oil in the Gulf of Oman. Published reports indicate that only a quarter of the spill, which in total created a 25-mile slick, has been recovered. Most of the remainder drifted into the Arabian Sea.

Brusco Seafarers Handle Port Hueneme Traffic



SIU crewmembers began sailing aboard Brusco Tug & Barge Co. vessels in 1989. The two tugs operated by the company out of Port Hueneme, Calif. are the *Cleo J. Brusco* and the *Roland Brusco*. Their primary duty is to handle harbor movements within the port. In the above photo taken on the stern of the *Cleo J. Brusco* are (from left) Engineer John Russeff, AB Nova Lang, SIU Patrolman Rob Scrivens and AB Brian Standley.

Seafarers Move Into New Brooklyn Hall

Seafarers walked through the doors of the union's newest hiring hall, located at 635 Fourth Avenue in Brooklyn, for the first time on April 18. Just one block from the old location, the new facility was selected because it is "better able to serve our membership," according to Jack Caffey, SIU vice president for the Atlantic Coast.

"Our new hall is cleaner, brighter and more cost effective. This will provide a more efficient operation for both the members and staff working here," he added. "I think this place is nice and clean," noted QMED Scott Sevret. "This place is well worth the time and effort that's gone into it."

Seafarers may recognize some familiar sights upon entering the new hall. The old shipping board, erected when the SIU moved into the old Fourth Avenue hall in 1952, was carefully taken apart, moved, modified and reassembled in the new location.

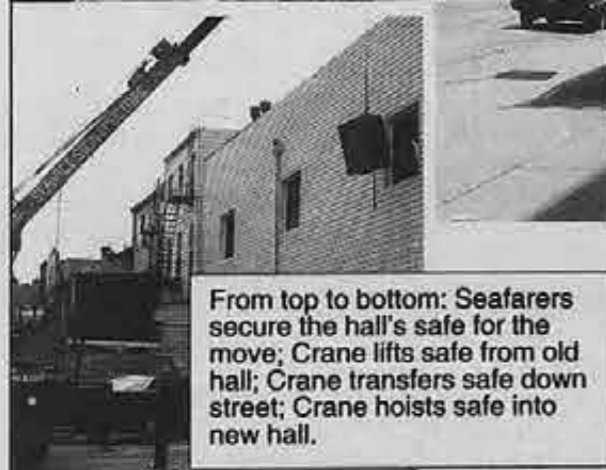
"It was a nice touch bringing the old board over," stated QMED Jurgen Gottschlich. "The members seem pretty happy with the new hall."

Caffey thanked all the Seafarers who helped during the move by providing last-minute assistance when they were called upon. "Everyone from members to staff did a great job," he added.

One of the more difficult parts of the move was the transferral of the safe. Because it was located on the second floor of the old hall, a crane was needed to lift the vault from the building.

The crane with the safe attached to it was driven down the street, causing quite a commotion in the neighborhood, before it deposited the vault in the new hall.

The new hall at 635 Fourth Avenue used to be the home of the American Maritime Officers (then known as District 2-MEBA) welfare offices. It is three stories with a blue-and-white facade.



From top to bottom: Seafarers secure the hall's safe for the move; Crane lifts safe from old hall; Crane transfers safe down street; Crane hoists safe into new hall.



Maintenance man Eli Gudimov lays floor tiles in the new meeting hall.



A final coat of paint is applied by Wiper Maurice Ayuso.



From left, QMED Richie Almojera works with maintenance men Michael Modica and David Jones to reassemble shipping board.

SEAFARERS ROTARY SHIPPING BOARD

SHIPS	COMP	RUN	TYPE	DECK		ENGINE		STEWARD	
				REMARKS	REMARKS	REMARKS	REMARKS		
1 SL VALUE	SL								
2 SL QUALITY	SL								
3									
4									
5									
6									
7									
8									
9									
10									



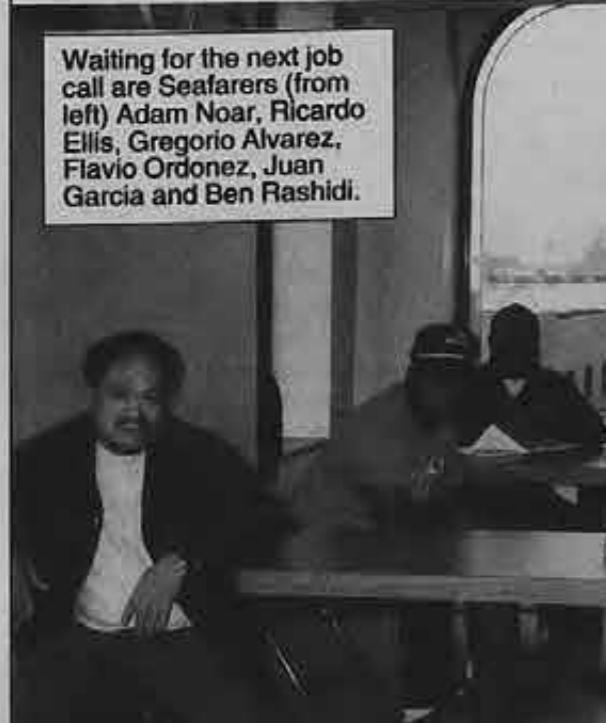
After some minor alterations, the shipping board first used in 1952 stands ready for job calls in the new hall.



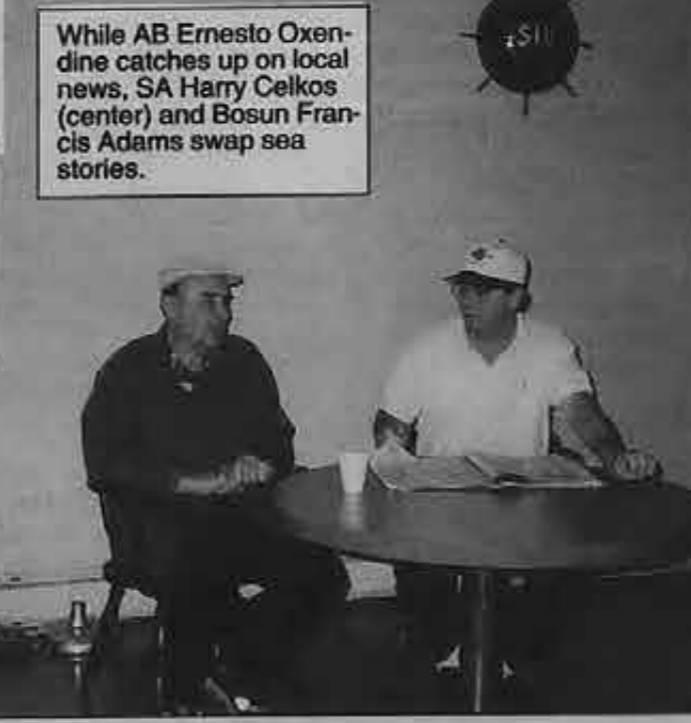
Members gather around the counter to register and handle other union matters.



Port Agent Bobby Selzer prepares board for job call.



Waiting for the next job call are Seafarers (from left) Adam Noar, Ricardo Ellis, Gregorio Alvarez, Flavio Ordonez, Juan Garcia and Ben Rashidi.



While AB Ernesto Oxendine catches up on local news, SA Harry Celkos (center) and Bosun Francis Adams swap sea stories.

School's Inland Group Tackles New Regs, Safety Bills

The wave of new and possible regulations affecting inland waterway shipping and how to prepare boatmen to meet the new standards was the key topic of an all-day meeting of the Paul Hall Center for Maritime Training and Education's Inland Advisory Board Subcommittee on April 20.

Comprised of representatives from the SIU, inland operators whose employees are SIU members, and instructors of the Paul Hall Center's Lundeberg School, the subcommittee is charged with making recommendations to the facility's curriculum for boatmen.

Clean-Air Rules

At the meeting, which took place in Piney Point, Md., Lundeberg School Instructor Eric Malzkahn presented a detailed description of how the maritime industry will be affected by new Environmental Protection Agency (EPA) regulations covering repair and servicing of refrigeration equipment. (The regulations stem from the Clean Air Act.)

He reviewed the mandated use of recovery systems, the restricted resale of used refrigerant, certification of recovery devices, certification requirements for individuals working on refrigeration systems and much more. He also answered a number of questions and sug-



SIU Executive VP Joseph Sacco tells subcommittee: "We're going to revitalize the industry."



Representatives from the SIU, the Paul Hall Center, inland companies and the Coast Guard meet in Piney Point, Md. to make recommendations on the Lundeberg's school's curriculum for boatmen.

gested strategies covering such topics as record-keeping requirements, inventory and maintenance of equipment and penalties for non-compliance.

Coast Guard Reports

Regulations that soon will be implemented were reported by representatives of the U.S. Coast Guard.

Frank Flyntz and Captain Gregory Cope of the Coast Guard told the group that the agency anticipates issuing an interim final rule by the end of June regarding the reporting of vessel casualties and hazardous conditions, as well as the development of radar training for the operators of uninspected towing vessels.



Frank Flyntz of the Coast Guard address the Inland Advisory Board Subcommittee.

Lundeberg School Instructor Jim Brown led a discussion regarding recommendations for the inland radar training requirements which still are being formulated by the Coast Guard.

Tailoring Courses

As many inland companies have a need for customized training programs for their boatmen, a school representative spoke about the Paul Hall Center's ability tailor courses to cover more than just new regulations.

Lundeberg School Vocational Director Jim Shaffer pointed out that, as has been done for the past several years, special upgrading courses can be put together by instructors for individual com-



Lundeberg School Instructor Jim Brown talks about possible requirements for inland radar training.

panies. These courses are structured with consideration of members' work schedules and of each company's unique needs. (Because such courses are scheduled upon request, the classes do not appear in regular course listings.)

He also outlined the courses available to the inland industry, including a comprehensive complement of hazardous materials training.

Bills Promote Safety

In addition to going over course content, the Inland Ad-



Lundeberg School Instructor Eric Malzkahn reviews new EPA regs affecting refrigeration equipment.

visory Board Subcommittee also discussed measures before Congress that, if enacted, would raise safety standards by improving towing procedures, licensing boatmen, documenting boatmen, establishing manning levels and expanding the array of required shipboard equipment.

Noting the sweeping scope of the inland industry bills before Congress, SIU Executive Vice President Joseph Sacco said, "We have an opportunity to make great changes in the industry. We're going to revitalize it. We must strive for a more productive, more professional and more efficient industry."

Inspect New Training Barge

Those attending the meeting were given a tour of the Lundeberg School's newly acquired, modern training barge, the *Empress II*. Already in use as part of various upgrading courses, the *Empress II* is fully functional and is loaded with top-flight equipment.

Meeting Valued

Company personnel described the meeting as very worthwhile, and said they are looking forward to the full Inland Advisory Board meeting tentatively scheduled for mid-October. They also noted that the *Empress II* will be a boon to upgrading courses.

"I found the meeting very helpful and I appreciated being kept informed on all the new legislation," said Stan Latka of Express Marine. "With the day-to-day operations at work, it's difficult to keep up with" legislative issues.

John Burns of Maritrans said the meeting was "very productive, an opportunity for inland companies and coastwise carriers to get together and discuss issues that clearly are important to all of us."

Express Marine Seafarers Endorse Pact

Seafarers who transport coal up and down the East Coast aboard Express Marine tugboats and barges have ratified a new three-year contract with the company.

The pact, retroactive to March 16, covers wages, benefits and working conditions into 1997.

Extensive outpatient medical care has been added for the spouses and dependents of members who work aboard Express Marine tugs and barges. In meetings and correspondence with the union, members had expressed their concern that this be included when the new contract was negotiated.

Negotiations were held in Philadelphia on March 15 and 16. Members of the union negotiating team included Mate James Kruger and AB/Cook Jesse Gardner.

"Everything went really well and I left feeling satisfied and good about the contract we helped negotiate," Gardner told a reporter for the *Seafarers LOG*. "The benefits we gained are very important and I feel that we got what we had hoped for."

SIU members ratified the new



Counting the ballots aboard the *Guardian* are Mate Guy Pruitt (left) and Captain Melvin Braddy.

agreement by casting their votes by secret ballot on April 12. Captain Melvin Braddy, Cook John Garris, Mate Guy Pruitt, and Engineer John Potter all participated in the ballot counting aboard the tug *Guardian* two

days after the vote.

Express Marine is based in Pennsauken, N.J. The company operates five tug and barges. They are the *Guardian*, *Russell B. Murray*, *Baltimore*, *Consort* and *Escort*.

NATCO SIU Members Ratify 3-Year Contract

A new three-year labor agreement has been ratified by Seafarers working aboard dredges operated by North American Trailing Company (NATCO). The pact covers hours, wages and working conditions into 1997.

SIU members ratified the new agreement, which is retroactive to March 1, on April 21. The new pact includes wider outpatient medical care for the spouses and dependents of NATCO Seafarers as well as an uncapped pension.

Captain Mike Horn, one of the members of the union's negotiating team, said he was pleased with the new contract. "The most significant highlight of this agreement is the new dependant coverage," Horn told a reporter for the *Seafarers LOG*.

"With hospital costs being what they are, it really is a lot of help to us."

He added that he enjoyed being a part of the negotiating committee. "It was a very rewarding experience partaking in such a process," noted Horn.

Robert Kiefer, a chief engineer, echoed Horn's comments. "I think that we got a lot of good gains and I came out feeling good about what we ac-

complished," he noted.

"The rank-and-file members on the negotiating committee and the union officials assigned to the talks worked well together and reached an agreement that is good for everyone. It was a pleasure to be a part of the negotiating committee," the chief engineer stated.

Representatives for the SIU and the Illinois-based company held four negotiating sessions between February and March. The group met at union headquarters in Camp Springs, Md. and at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Delegates to the talks included Horn, Kiefer, AB Phil Klienbriel and Dragtender Bill Padgett. Rounding out the union negotiating team were SIU Executive Vice President Joseph Sacco, Vice President Contracts and Collective Bargaining Augustin Tellez and Assistant Vice President, Lakes and Inland Waters Anthony Sacco.

Seafarers work in both licensed and unlicensed capacities aboard NATCO dredges across the Great Lakes and the Atlantic and Gulf coasts. The slit hull dredges routinely perform channel maintenance and widening operations.

Hazmat Recertification Available Through Paul Hall Maritime Center

An eight-hour hazardous materials (hazmat) recertification course will be available for Seafarers at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. beginning in late June or early July.

Course dates will be announced in the June issue of the *Seafarers LOG*.

Currently, Seafarers who complete training for oil spill prevention and containment earn a hazardous waste operations response card, known as a hazwoper card. This card, which the Paul Hall Center began issuing last year, must be renewed annually, in accordance with Occupational Safety and Health Administration (OSHA) regulations.

The first cards issued at Piney Point are due to expire this summer. By completing the new, one-day hazmat recertification course, Seafarers will receive a new hazwoper card which is good for another year.

Seafarers are not required to carry a hazwoper card in order to throw in for a job. However, it is highly recommended that all members, particularly those who sail aboard tankers, carry an up-to-date card. The training required to earn a hazwoper card is extremely useful in the event of responding to an oil spill or other hazmat spill.

The new course probably will be scheduled immediately after upgrading classes for QMEDs and ABs, Lundeberg School Vocational Director Jim Shaffer

said. However, Seafarers do not have to be enrolled in a separate upgrading course in order to take hazmat recertification.

The eight-hour hazmat course will feature a review of any changes in OSHA policies and will bring Seafarers up-to-date on the latest federal hazmat regulations. Seafarers also will review key points of prior hazmat training and will update their respirator fit test. (This exercise measures what size of air-purifying respirator a Seafarer should wear.)

In addition, students will examine the latest hazmat equipment, such as air monitoring systems.

The Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship instituted

extensive hazmat training as a result of the Oil Pollution Act of 1990, although the school began offering Oil Spill Emergency Containment and Cleanup in 1989.

Since then, the curriculum regularly has been expanded to include more on spill prevention and containment and chemical precautions necessary to work aboard a vessel.

Among the courses taught at the school, all of which meet or exceed Coast Guard and Occupational Safety and Health Administration standards, are 40-hour and 24-hour hazwoper classes; 35-hour Oil Spill Emergency Containment and Cleanup; 16-hour Benzene Safety; and 8-hour Health and Safety/"First Responder."



Students learn to measure the size of air-purifying respirators to be worn by Seafarers aboard ship in conformity with OSHA regulations.



Classroom studies are one aspect of the Lundeberg School's hazmat recertification curriculum needed to earn a hazwoper card which is good for one year.



Seafarers join with striking Diamond Walnut workers and other trade unionists in a demonstration last month in Miami. The march was held in support of the strikers and to emphasize the need to pass legislation making it illegal to fire striking workers. Diamond Walnut is a California-based company which in 1991 permanently replaced roughly 400 striking Teamsters after contract talks stalled.

Mid-May Vote Slated For Anti-Scab Bill

A Senate vote on a bill which would make it illegal to fire striking workers and permanently replace them with scabs, tentatively is scheduled for the week of May 16.

Supporters of the bill reportedly remain a few votes shy of the 60 needed to block a threatened filibuster. But the SIU is joining with all of organized labor in stepping up the grassroots campaign to garner support for the legislation.

Seafarers who have not already done so are urged to write to their senators and ask that they support S.55, also known as the Workplace Fairness Act.

"The right of workers to use a strike as their ultimate, effective weapon must be restored," said SIU President Michael Sacco. "An effective right to strike is an important tool in raising the standard of living for millions of working Americans."

The U.S. House of Representatives passed Workplace Fairness legislation in 1992 and in 1993, and President Clinton has vowed to sign the bill if given the chance. But the Senate in '92 failed by fewer than a handful of votes to enact the bill, and then last year filibustered the legislation.

The hiring of strikebreakers, also known as scabs, to permanently replace striking workers began during the Reagan administration after the president invoked an obscure Supreme Court decision from 1938 (one which contradicts the National Labor Relations Act) to justify firing air traffic controllers who were on strike. Since then, similar scenarios have been played out at companies across the country, including Eastern Airlines, Diamond Walnut, *The New York Daily News* and many others.

Proponents of the legislation point out that the right to strike is an essential ingredient of labor-management relations—one that helps ensure true, fair collective bargaining.

They also note that every other industrialized nation already has laws which protect the right of workers to engage in lawful strikes.

Passing the Workplace Fairness Act "would make our laws consistent with those of our advanced world trading partners, countries which are already as or more competitive than we are," House Majority Leader Richard Gephardt said.

Rank-and-File Committee OK's SIU's Financial Records

As called for by the union's constitution, six Seafarers served on the SIU's annual financial committee and reviewed the union's fiscal records for 1993. The group found the records to be in order and issued a report which will be presented during the May membership meetings.

The rank-and-file Seafarers

who comprised the committee were elected by fellow members at the April headquarters membership meeting in Piney Point, Md.

"We went through the records with no problems, and everything was in order," stated Chief Electrician John Haller, who sails from the port of Philadelphia. "Each of us reviewed every-

thing. It was handled very efficiently."

The committee was chaired by SA John McLain. Also serving on the panel were Recertified Bosun Roland "Snake" Williams, AB Kenny Frankiewicz, Chief Electrician Rush Ingram and Cook/Baker Walt Schoppe. Coincidentally, all of the members except Ingram sail from the port of Philadelphia. (Ingram's home port is Piney Point.)

"We had a good group who worked hard," McLain added.

Review of the '93 financial records took place early last month at SIU headquarters in Camp Springs, Md. In total, the record-check took five days.

Article X, Section 15, Subsection(c) of the union's constitution calls for an annual financial committee made up of rank-and-file Seafarers elected by their peers. The committee's sole charge, according to the constitution, is to "make an examination for each period of the finances of the union and (to) report fully on their findings and recommendations."



BREC Roland "Snake" Williams (left) served on the panel which was chaired by SA John McLain.



Reviewing the union's financial records last month are 1983 Lundeberg graduates AB Kenny Frankiewicz (left) and Cook/Baker Walt Schoppe.



Checking through the union's fiscal records are John Haller (left) and Rush Ingram. Both sail as chief electricians.

Sea-Land Patriot: Around The North Pacific in 49 Days

Nobody knows the ports of the Pacific Rim better than the crewmembers aboard the 900-foot *Sea-Land Patriot*. The vessel's 49-day turnaround run includes calls on some of the world's most famed seaports.

The vessel was on Voyage No. 140 when Bosun **Bobby Garcia**, AB **Steve Kastel** and Chief Steward **Jimmie Russell** provided the *Seafarers LOG* with a detailed description of the vessel's activities. Their communication included the photographs on this page.

With 139 Pacific Rim voyages under her belt and number 140 under way, the *Sea-Land Patriot* and her crew are well acquainted with the Japanese ports of Tokyo, Kobe, Nagoya, Yokohama and Naha (Okinawa). Kobe, located partly along the north shore of Osaka Bay, is Japan's principal port when measured by value of trade; Tokyo, on the northwest shore of Tokyo Bay, is situated in the midst of a series of industrial suburbs. On the west shore of Tokyo Bay is Yokohama. Naha is the commercial center of the Ryukyu Islands.

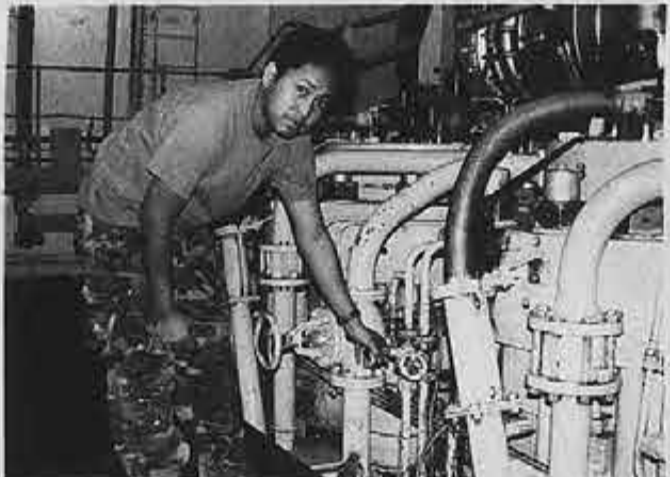
Other foreign ports-of-call for the *Sea-Land Patriot* include Pusan, South Korea, near several industrial complexes; Kao-hsiung, Taiwan, the nation's leading port; and Hong Kong, which was leased to Great Britain by China for 99 years in 1898 and is a major connecting and transferring point for waterborne cargo.

On the American side of the North Pacific, the vessel stops in Dutch Harbor, Alaska and the California ports of Oakland and Long Beach. Dutch Harbor, projected into the Pacific Ocean by its location in the east Aleutian islands, is the newest addition to the itinerary of the *Sea-Land Patriot*.

The *Sea-Land Patriot*, built in 1980, is one of Sea-Land's 7 D9-J class ships traversing the North Pacific, reports Brother Garcia.



Steering the *Sea-Land Patriot* into the port of Hong Kong is AB Saleh H. Ali's goal.



The fuel oil system on the main engine is checked by DEU John Young.



AB Steve Kastel tends the vessel's gangway lines.



Built in 1980, the *Sea-Land Patriot* has 140 Pacific Rim voyages to her credit. In photo above, the vessel is being discharged of cargo in Hong Kong.



Surrounded by their spotless galley are (from left) Chief Steward Jimmie Russell, Steward Utility Jacob Dusich and Chief Cook John Bennett.



Rust-inhibiting paint is applied to parts of the deck by AB Mohamed S. Ahmed.



Bill Curts, an AB, performs maintenance work on the winch drum.



Deck gang pauses for photo: (from left, front row) AB M. Ahmed, Bosun Bobby Garcia, AB S. Ali, (back row) AB Steve Kastel, OS J. Robison and AB Bill Curts.

Chief Cook Leonard Strives to Be the Best

Variety, fun, flair and a never-ending quest for knowledge is how **Sandra Leonard** describes her life. The galley gang member combines a sunny outlook with a thirst for learning, while she continues to advance up the culinary ladder.

Currently enrolled in the all-new chief cook upgrading program at the Lundeberg School, Leonard notes, "I am always striving for the best, and I will always keep learning. This union offers a great opportunity for its members to advance, and I think it is important for members to take full advantage of what the SIU has to offer."

A Pittsburgh native, she lived in California for most of her adult life. In 1972, she received her associate's degree in culinary arts from Los Angeles Trade Tech. Upon graduation, she was awarded a scholarship for a specialized culinary program in New York.

An Instant Success

Following her training in New York, Leonard returned to California in 1973 and began her own catering company known as "The Pie Ladies Company."

"I dressed up in Latin-style costumes and visited Beverly Hill's most famous beauty salons carrying a large tray of various homemade goodies for people to choose from. I decorated the tray with flowers and other frivolous tid-bits. I was an instant success...people loved it!" raved Leonard.

The tray she carried contained homemade desserts, fresh sandwiches and many specialty foods created in her own kitchen.

"From those salons I made contacts and began networking. It wasn't long before I was catering private parties in people's homes in Beverly Hills," she said.

Soon Leonard was able to expand her business into San Antonio, Texas where she had numerous relatives. "The Pie Ladies Company" was now a huge success—and her biggest helpers were her three sons. At the height of her business venture, she had up to 12 employees to help cater the events.

In 1988, Leonard opted for change and joined the SIU. "I



From Beverly Hills, Calif. to an SIU chief cook, Sandra Leonard has made her mark. As an owner of a catering company, Sister Leonard marketed her baked goods by visiting salons, donned in costume and carrying a tray of treats. After switching to a seagoing career in 1988, Leonard's biscuits have captured the palates of many a Seafarer.

BISCUITS

Special Biscuits Prepared by Chief Cook Sandra Leonard

Ingredients:

4 cups white flour
3 oz. white sugar
½ oz. salt
3 oz. baking powder
2 lbs. butter
1½ cups cheddar cheese
4 eggs
2 cups milk
Optional: 1 cup chopped bacon or
1 cup chopped sausage

"Egg wash"

2 eggs
1 oz. cooking oil
1 oz. water

Mix together the dry ingredients of flour, sugar, salt and baking powder.

Add butter and continue to mix well.

Add cheddar cheese and chopped bacon or sausage.

In a separate bowl, combine eggs and milk and beat well. Add to mixture.

Mix thoroughly until dough is wet. (This is very important; the secret to this recipe is to have a smooth, wet dough.)

Take dough out of mixing bowl and place onto a well-floured board. Knead the dough but take care not to overwork it.

Pat out dough with hands into one-inch portions. Using a biscuit cutter, cut into individual biscuits. (Do not roll or use rolling pin. The secret to thick biscuits is to pat out with hands.)

Brush biscuits with egg wash. Bake until golden brown in a 350-degree oven and serve warm with honey butter.

Makes 48 biscuits.

decided to go a different way. A way I had never gone before but one which would further enhance my talents and love for the culinary field," she told a reporter for the *Seafarers LOG*.

She first became interested in sailing when a friend in her apartment building gave her a copy of the *Seafarers LOG* and told her about the SIU.

She contacted the San Francisco hall and began the process of becoming an SIU member. "I sold everything and headed for my career at sea," she recalled. Her life as a Seafarer began aboard the *SS Independence* of American Hawaii Cruises.

"I started as a kitchen utility and washed dishes just so I could begin sailing. It turned out that I did it well, and before long I was working my way up until I was making salads," noted Leonard. She then advanced to assistant cook of soup and fish, and not long after that, she was second cook of soup and fish.

"I was the first woman aboard the 'White Ships' to hold this position. It goes to show that working hard really pays off," the chief cook upgrader stated.

In 1993, Leonard was accepted into the cook and baker course at the Lundeberg School. "This was my first Piney Point visit ever. I couldn't believe that such a great program existed. It was such a wonderful experience.

I knew then that I would be back," she recalled.

Upon completion of her Lundeberg School training, she signed on the *Buffalo Soldier* as chief cook. "This was my first time being a chief cook. We had a three-man steward department so I was able to be very creative. It gave me a chance to put the knowledge I had learned upgrading into use for real crewmembers," Leonard said.

Leonard recently returned to Piney Point to pursue her chief cook endorsement. As a result, she is one of 12 Seafarers participating in a pilot course for the all-new chief cook upgrading program being held from April 18 to June 26.

Upgraders in the chief cook course will alternate weekly between the Lundeberg School's new lecture/demonstration galley and the production galley. The lessons are designed so that each one depends in part on the knowledge and skills acquired in the previous lesson.

Some of the topics to be covered include basic cooking methods, seasoning and flavoring, recipe and menu planning, stock, sauces and soups, meat and game, poultry, seafood, starches, vegetables, breakfast and dairy, salad, sandwiches and hors d'oeuvres. Practical testing and weekly quizzes are part of the curriculum.

Using the Resources

She noted she enjoyed the various computer skills taught during the program. "My favorite resource is the library. It is really state of the art. I read many great cook books and check out wonderful videos to watch in my room at night. There are really so many options outside the classroom that can be used to enhance all aspects of the upgrading process," said Leonard.

Affectionately referred to as "the biscuit lady" by the staff at union headquarters in Camp Springs, Md., she said cooking in the galley at headquarters was another benefit of upgrading. "I truly enjoy cooking for everyone and hearing all the positive feedback. It inspires me to do an even better job and please even more people," she said.

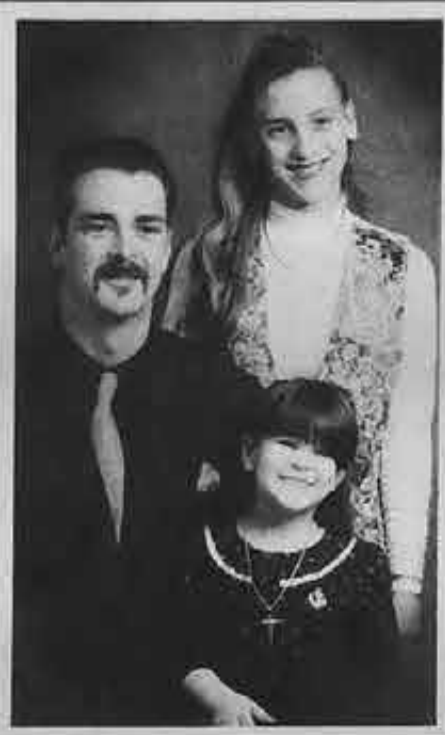
Leonard is looking forward to returning to sailing after graduating from the pilot course. "I can't wait to get back to sea and use all of this wonderful knowledge that I've learned. I really urge others to apply themselves and make their way to Piney Point because upgrading knowledge, skills and experience is the only way for us to make our way as Seafarers," she concluded.

A Different Kind of Ice on the Great Lakes



Seafarer Roy Calo (right) stands with his 1994 entry to the Port of Huron Ice Festival. The Pegasus is only one of many ice carvings Calo will enter in Michigan area ice festivals this year. He has received awards for originality and uniqueness in previous years. Brother Calo sails as a second cook aboard the *Sam Laud*, an American Steamship vessel on the Great Lakes.





Seafarer Kevin Marchand from Westport, Mass. poses with his two daughters, Krystal and Kristina. Marchand sails as a chief steward out of the port of New York.



A surprise party was organized on December 23 for Joel Lechel by his wife, Kasandra, to help celebrate his 35th birthday. Joel, who sails as an AB, has been a member since 1979.

SEAFARERS FAMILY photos

Another peek into the Seafarers LOG family album shows us some happy moments in the lives of SIU members, including three weddings, a birthday, a fishing trip and a family reunion.

As always, the LOG welcomes photographs from Seafarers and their families and will publish them on a periodic basis.



Tommy and Peggy Linsley met in October 1993 and were married six weeks later in Galveston, Texas. Tommy, who joined the union in 1980, sails as an AB; Peggy, a member since 1989, sails as a chief steward.



Ryan Camardelle and Deborah Textor were married Saturday, April 9, 1994 in Marrero, La. The couple met while sailing aboard the LNG Capricorn; he as an AB, she as a wiper. Both are registered in the New Orleans hall.



During a fishing expedition last summer, SIU member Michael Sutton and his son, Matthew, caught a 5 1/2 lb. ling in the Gulf of Mexico off the coast of Pensacola, Fla.



Timothy P. Pugh has been an SIU member for two years. During a visit to the Philippines last Thanksgiving, he posed with his wife, Lucy, and daughter, Patricia Marie.



AB David Mill Graves and his wife, Harriet, were married in Ghana, West Africa on December 3, 1992. David currently sails on the Cove Liberty.

Government Services Division Challenges Over Reduction of Crew Size by MSCPAC

The SIU's Government Services Division is seeking immediate action from the Military Sealift Command-Pacific Fleet (MSCPAC) over unilateral changes made in the contract that affects crew size, work apparel and quarters for unlicensed crewmembers sailing aboard the civilian-crewed military support vessels.

Roy "Buck" Mercer, SIU vice president for the government services division, said the alterations were made by MSC without consulting the union.

"This is in direct violation of the collective bargaining agreement we have with them," Mercer told the *Seafarers LOG*. "We will not stand for it."

As the *LOG* was going to press, Mercer was scheduled to meet with MSCPAC officials about the violations. If no agreement is reached, the dispute will be turned over to the Federal Mediation and Conciliation Service to reach a satisfactory conclusion. If that cannot be done, the grievance is turned over to the Federal Labor Relations Authority (FLRA) for a final determination.

The most visible deviation from the contract is the reduction of 10 crewmembers aboard the MSCPAC oilers *USNS Andrew J. Higgins*, *USNS Benjamin Isherwood*, *USNS Guadalupe*, *USNS John Ericsson*, *USNS Pecos*, *USNS*

Tippecanoe, *USNS Walter S. Diehl* and *USNS Yukon*. Five positions were cut from the steward department, three in the engineroom and one from the deck crew.

When he asked why the crewing reductions were announced, Mercer said MSCPAC told him "cost savings. I then asked them since they wanted to reduce the size of the crew, were they also reducing the size of the vessels."

MSCPAC advised deck and engine department crewmembers that they would have to wear uniforms while on duty. However, the government agency did not specify how the members were supposed to acquire such uniforms.

"Again, there was no talk or discussion prior to their announcement," Mercer stated. "There is no provision for this in the contract."

Galley gang members are supplied their whites (pants, jackets, cook caps and aprons) by the military command.

Past Actions Reversed

The SIU has defeated previous efforts by MSCPAC to circumvent the contract.

In 1989, the government agency stopped paying overtime for watch standing in port by deck department members between 1700 and 0800 Monday through Friday without negotiating such a change.

Four SIU members filed a grievance with the Federal Labor Relations Authority (FLRA), stating the removal of the overtime pay was a contract violation. The FLRA ruled in favor of the union members and ordered the pay be issued retroactively, which amounted to thousands of dollars.

Last year, MSCPAC again considered deleting the same overtime pay without consulting the union. However, it never was implemented after the SIU stated it again would appeal to the FLRA over the contract violation.

Board Reactivated

During recent meetings, the union and MSCPAC did agree to reactivate the habitability board. The reason for this is that MSCPAC is in the process of breaking out refitted supply ships with civilian crews rather than military personnel.

The board is designed to handle questions and improvements about living conditions aboard MSCPAC ships. It is composed of representatives from both the SIU and MSCPAC.

The supply vessels, including the already-operating *USNS Mars* and *USNS San Jose*, were built to carry more than 400 sailors, but are being redesigned to handle civil service crews of just over 100 with about 40 Navy personnel.

The *Seafarers LOG* will keep members apprised of the outcome Government Services Division concerning the grievances.

SIU Members Keep Curtiss Ready for Marine Deployments



Wilmington Patrolman Rob Scrivens (far right) answers crewmembers' questions during a shipboard union meeting. From the left are Bosun Charles Bowen, Chief Steward Bill Finhandler, Chief Electrician Ken Savoie, AB Ken Herzstein, QMED Jesse Manard and Scrivens.

Operations for Seafarers aboard the *USNS Curtiss* usually are quite hectic when the vessel is deployed.

The vessel, operated by American Overseas Maritime (Amsea), serves as a floating repair shop for U.S. Marine Corps aircraft. The parts that need to be fixed are loaded onto the ship, while merchant mariners from the SIU and American Maritime Officers handle the navigational functions.

The converted containership takes part in many military maneuvers. It was called out, along with its SIU-crewed sister ship *USNS Wright*, for the Persian Gulf War. Recently it took part in Operation Determined Warrior between Hawaii and Southern California.

But work does not slow down on those days when the *Curtiss* is docked at Port Hueneme, Calif., near Los Angeles.

SIU members keep the ship ready to sail while awaiting the call for another assignment. Last month that included the removal of a container used by the Marines that had started rusting.

Bosun Charles Bowen told the *Seafarers LOG* that the operation was made more difficult because the locations where the rust had formed were areas where grabs

would be necessary to hoist the box.

"Our guys did a great job," Bowen noted. "We studied the situation to find the safest, most efficient way to lift the box to the dock. We did it with very little trouble."

The bosun added that the deck department had no problems bringing a new container on board so the *Curtiss* would be ready for its next mission.



AB Ken Herzstein mans the control board to open a hatch cover aboard the *USNS Curtiss*.

Borucki Reports Sealift Caribbean Sails Through Annual Inspection

For most who arrive by sea at the tourist island of Key West, Fla., their days are filled with lounging in the sun sipping a cool drink. However, that was not the case in March for the Seafarers aboard the *Sealift Caribbean*, according to the ship's bosun.

The tanker, which is operated by International Marine Carriers for the Military Sealift Command, makes a regular run beginning in New York where it is loaded with petroleum products and sails to Charleston, S.C., Jacksonville and Tampa, Fla. then to Houston for offloading.

During the March run, the U.S. Coast Guard conducted its annual inspection of the vessels. Crewmembers not only had to perform their regular duties—handling cargo, cleaning, chipping and painting—but also stood ready to work with the inspectors aboard the ship.

"This was no pleasure visit to

Key West, but they never are," Recertified Bosun Jerry Borucki told the *Seafarers LOG*. "There was plenty of work on board. At least, the weather was cooperative making the deck work easier."

The Coast Guard conducted a

visual walk-through of the vessel, inspecting the deck and engineroom and observing safety drills. Borucki was proud to note the ship passed with no problems.

In 1990, Seafarers began crewing the *Sealift Caribbean*, which was built in 1975.



Repositioning equipment used during a lifeboat drill are (from left) AB Ernest Hamilton, Bosun Jerry Borucki, AB Thomas Lockett and AB William Johanson.



Chief Steward Dorothy Takahashi (right) reviews the stores list with Chief Mate Joseph Angellillo.



Checking the temperature in the cargo tanks are (from left) Bosun Jerry Borucki, AB Conrad Tengler and OS Steve Nelson.



Inspecting the rusted container before it is removed are Bosun Charles Bowen (left) and Patrolman Rob Scrivens.



FORKLIFT TRAINING
Seafarers learn to operate forklifts of all sizes—some that can lift 56,000 pounds.

CRANE OPERATIONS

Upgraders in the sealift course receive practical training on a Hagglund crane, which can be found on many military ships.

UNREP

A key component of sealift is refueling military ships at sea, a procedure known as underway replenishment or unrep.

HELO OPERATIONS
Vertical refueling and takeoff and landing procedures are covered in "helo ops."

DAMAGE CONTROL

Firemen's suits, pumps, shoring kits and many other tools are used in this facet of sealift training.

Activities Aboard Sealift Ships

At Piney Point

Honing Skills For America's Sealift Needs

Sealift Assets of the U.S. Military

FAST SEALIFT

Able to respond quickly to an emergency, these former SL-7 vessels can do speeds of more than 30 knots.

PREPOSITIONING

Fully loaded to support American troops, these SIU crewed vessels set sail immediately after activation.

ROLL-ON/ROLL-OFF

Seafarers crew chartered vessels capable of carrying armored equipment to the world's "hot spots."

RRF

The Ready Reserve Force, composed of many types of ships, is activated to support military operations in times of need.

T-AGOS

SIU members crew these oceanographic surveillance vessels around the world for the military.

America's sealift vessels are manned by civilian seamen, but they require manpower skills that are keyed to operations unique to military ships. That is why 10 years ago this month, the Paul Hall Center for Maritime Training and Education's Lundeberg School implemented a course designed to prepare Seafarers to execute underway refueling maneuvers, helicopter and shipboard crane operations and other skills.

Since its inception, more than 3,500 SIU members have taken the sealift preparedness course at Piney Point, Md. Many other Seafarers have received on-site training during any of the 70-plus trips to sealift vessels made by Lundeberg School instructors, who also have conducted shipboard refresher courses.

Seafarers who are trained in the procedures of sealift ships, man vessels that have been subcontracted for operation to the private sector by the Military Sealift Command (MSC), the agency within the U.S. Armed Forces responsible for waterborne transport logistics. Among the vessels on which Seafarers make use of their sealift training are prepositioning ships, tankers, oceanographic surveillance ships, aircraft maintenance ships, fast sealift ships and others. In all, scores of MSC ships are operated by SIU-contracted companies and crewed by Seafarers.

In addition, sealift skills are utilized by Seafarers when manning vessels from the nation's Ready Reserve Force (RRF), a group of former commercial

ships that have been laid-up and placed under government ownership for use in surge shipping during times of conflict or war.

To this day, the school is believed to be the only non-military facility which offers such training, according to an MSC spokesman.

Sealift training now is mandatory for all SIU upgraders.

On-Site Schooling

The training began in May 1984 aboard the *Keystone State* (previously named the *SS President Harrison*) in Newport News, Va., after the vessel had been converted by the Navy into the first of 11 heavy-lift crane ships under charter to MSC. Eighteen upgraders successfully completed what was then a two-week course, and they subsequently signed on the *Keystone State* and other newly converted ships.

Soon afterward, the Lundeberg School acquired a Hagglund shipboard crane—the predominant type found aboard sealift vessels—which was installed at the school, thereby allowing upgraders to fulfill that aspect of their sealift training requirement at Piney Point.

But a short time later, a need for additional classroom and practical training became evident when Sea-Land Service and Bay Tankers each were awarded contracts to operate a total of eight converted SL-7s for military use as fast sealift ships. This marked the beginning

of what became a wave of commercial shipping companies operating civilian-crewed military ships.

Those operations, and the crewing of the vessels by Seafarers, were deemed successful by the military and resulted in increased demands for operation of sealift ships by private companies. In response, Lundeberg School instructors developed a comprehensive course which covered all phases of sealift, including underway and vertical replenishment, helicopter maneuvers (helo), damage control, running forklifts of all sizes, search and rescue and crane operations.

Valuable Course

The value and thoroughness of the sealift training (which now is a four-week course) repeatedly were demonstrated by Seafarers aboard MSC-contracted vessels and those in the RRF during the Persian Gulf War and during relief efforts in Somalia. During those operations, relying in part on the training they received at the Paul Hall Center, members helped deliver millions of tons of military cargo, such as trucks, tractors, troops, ammunition, fuel, ready-to-eat meals, medical supplies and other materiel. They also helped conduct numerous vertical and underway replenishments.

The benefits of sealift training also are evident in more routine operations, like maintaining the prepositioning ships in Diego Garcia and the RRF fleets, as

well as delivering food and other necessary supplies to U.S. Navy bases in Singapore, Guam and Diego Garcia.

Praised by Upgraders

"I've found that the students really get into this course," said Lundeberg School Instructor Bill Hellwege, a Navy veteran who wrote and taught the original sealift curriculum and who has updated it at least a dozen times. "At first, some are surprised at how many different types of vessels are involved. The term 'sealift' definitely does not refer to just one class of ship."

Two of the upgraders who currently are taking the sealift course echoed the sentiments of many of their peers when they described the training as extremely worthwhile.

"It's the best hands-on training you possibly could get," said AB Ken Frederick, following a familiarization exercise in the crane. "The whole course is excellent, and it fully prepares you for the job you have to do when you get [to sea]."

AB Rob Grove said that the course gave him confidence to sail aboard the military ships. "I feel like we'll be ready for anything: helo, underway replenishment, damage control, you name it."

"The hands-on training was highly valuable, and [Hellwege and fellow Instructor Jeff Swanson] answer every one of your questions."

Recertified Bosun Billy Hill completed the course in 1986 and quickly put

the training to use. "Two weeks after I took sealift, I was on a Maersk ship and we did an unrep (underway replenishment) in Diego Garcia," said Hill, a third-generation Seafarer. "I couldn't have done it without the training at Piney Point."

"It's an in-depth course, and I recommend that everybody take it. Everybody's going to use those techniques and skills at some point in their career."

In addition, officials from SIU-contracted companies which operate MSC vessels also praised the course.

"It's definitely beneficial, and the training lends itself to people coming on board and getting right to work," said Bob Rogers of Intercoastal Management. "We have five vessels now that have Hagglund cranes, and we've never had a problem [with the operations]. There's no reservation on our part about the quality of the training" at Piney Point.

Similarly, Rick Williamson of Amsea stated, "We find that it gives people a specific idea of what to expect on the ships. It's extremely valuable training, for everyone from steward assistants to the deck department."

Refresher Courses

In addition to updating the curriculum for the course at the Lundeberg School, Hellwege and Swanson regularly provide Seafarers with on-site sealift refresher courses. For example, during recent training aboard the military's fast sealift ships, SIU members practiced crane operations and deck maintenance;

operated Hyster forklifts which are capable of lifting 56,000 pounds apiece; and reviewed proper use of the equipment found in the damage control locker, such as breathing apparatuses, shoring kits to prepare portable beams in an emergency, firemen's suits, bracing, portable pumps, portable ventilation systems and a wide variety of tools.

Pays Dividends

Hellwege recalled that the Lundeberg School's sealift training paid dividends during Operation Desert Shield and Desert Storm—the largest activation of the nation's sealift assets during the period since the course was established. During those operations, all of the MSC ships and the RRF were actively deployed.

Supporting Hellwege's observation, Recertified Bosun Jamie Miller noted that the school's sealift training proved to be an important asset when he sailed during the Persian Gulf War. "You get a lot of practical experience, and the hands-on training is good," he said. "I sailed on the *Cape Edmont* and the *Cornhusker State* during the war, and the training definitely helped me."

Summarizing the ongoing need for such schooling, Hellwege added, "If you look at the past few years alone, you can see the need for sealift training. History and current events together have taught us that we live in a dangerous world, with volatile situations overseas. That alone is reason why sealift training will continue to be needed in the future."



ABs Greg Gorenflo (left) and Mark Hoffman express their support for a strong U.S. merchant fleet and continued employment security.



The *Overseas Ohio* sits at the dock in Wilmington, Calif., about a mile from the SIU hall.



In lounge are Chief Pump M. Ribeiro (left) and 2nd Pump J. Mayer.

Belief in Strong U.S.-Flag Fleet Is Evident Aboard Overseas Ohio

The need for a strong U.S.-flag merchant fleet, the importance of upgrading at the Paul Hall Center, the benefits of being an SIU member and general job satisfaction were among the topics discussed by the crew of the *Overseas Ohio* during a recent shipboard meeting with SIU Patrolman Rob Scrivens. Scrivens, who provided the photos accompanying this article, reported that the crewmembers' vehement belief in maintaining a viable U.S. merchant fleet was prevalent as he talked with and answered questions for the members aboard the tanker.

The Seafarers also conveyed appreciation for the job security they have through the union, and indicated that they enjoy their plentiful work aboard the vessel, the Wilmington, Calif.-based patrolman said.

"A strong merchant marine means security for our nation in times of crisis. It also means keeping jobs at home—continued employment for the American seamen," stated Steward/Baker Earl Nelson Gray, who has sailed for 27 years, including the past nine from ports along the West Coast.

AB Greg Gorenflo said that he enjoys "sailing on oil tankers and earning a good income." He also likes the idea that his work helps enhance national security.

Keeping in Touch

Besides echoing the sentiments of his fellow crewmembers regarding the necessity of a strong merchant marine, AB John Baker noted that he, like Brother Gray, has been fortunate to catch jobs sailing primarily on the West Coast. This has enabled

him to stay in touch with his family and friends ashore.

Meanwhile, the chance to advance one's career was mentioned by Second Pumpman Josh Mayer as another benefit of belonging to the SIU. "I feel I have every opportunity to succeed," he said.

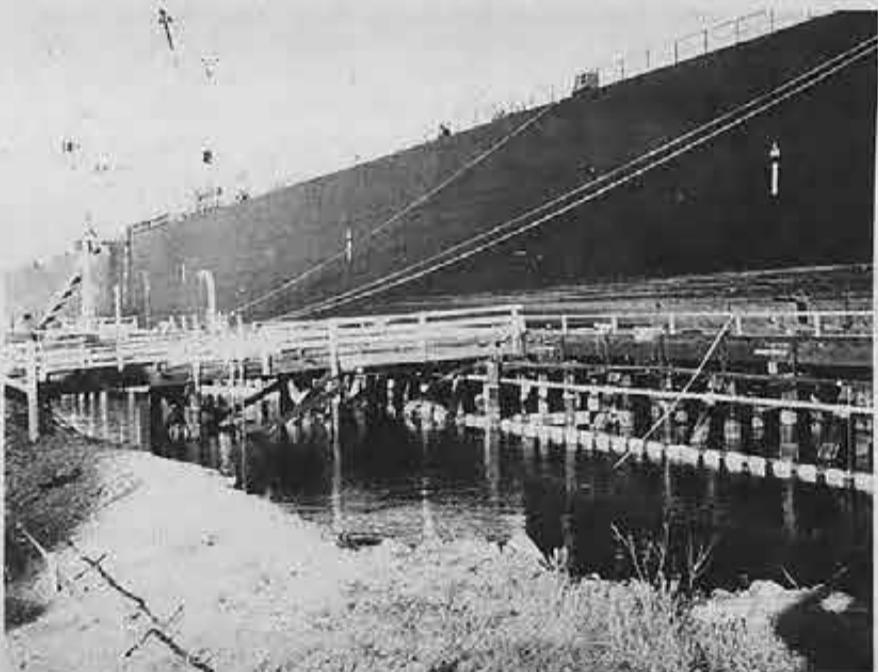
Having recently put a down-payment on a house, Chief Pumpman Michael Ribeiro emphasized his appreciation for the steady work.

Finally, Bosun Robert Pagan Jr. summed up his work at sea when he said, "I'm glad for the job security I have with the SIU, as well as the opportunity to earn a good living so I can provide for my family."

The *Overseas Ohio*, operated by Maritime Overseas, sails between Alaska and California. The vessel usually calls on the port of Long Beach two times each month.



Job security is an important aspect of membership in the SIU. So stated crewmembers on board the *Overseas Ohio*. They are (from left), AB Mark Hoffman, Bosun Bob Pagan, Chief Cook Duane Bergeson, Chief Pumpman Michael Ribeiro and Chief Steward Earl Nelson.



Just out of the shipyard at Swan Island in Portland, Ore., the *Overseas Ohio* is back in the business of transporting oil.



Cleaning up after supper are galley gang members (from left) Steward Assistant A. Rashid, Chief Cook Duane "The Big Man" Bergeson and Chief Steward Earl Gray.

SIU Family Boasts Wrestling Champs

Compared to sports like baseball or basketball, amateur wrestling doesn't rank as a particularly popular sport in most parts of the United States, other than in the midwestern states.

But don't tell that to SIU Port Agent Sal Aquia, who has become a devoted follower of the sport.

"I love it," stated Aquia, whose interest stems from the grappling success of his two sons, Tony and Sal. "Wrestling teaches you to be dedicated and keeps you in top shape."

"I go to as many matches as possible, and [Mrs. Aquia] goes to every one. It's very exciting." Tony is a backup at the

University of Maryland, which is part of the tough Atlantic Coast Conference. He competes in the 140-pound weight class.

The younger Sal, 14, recently completed an undefeated season in a very competitive regional recreation league. He went 21-0, including eight pins, and won the Baltimore County and Maryland-Virginia state championships. (Victories may be earned via a point system or by pinning one's opponent.)

Next year, Sal Jr. has an excellent chance to earn a starting spot on his high school's varsity team, possibly at 135 pounds.

Baltimore Port Agent Aquia said that what has impressed him the most about wrestling is the stamina required to successfully compete. "You have to be in great shape," he noted. "It takes an unbelievable amount of effort, which is one reason why I'm so proud of Tony and Sal."

In addition, he pointed out

that the amateur sport has virtually nothing in common with so-called professional wrestling.

Unlike the glitzy, choreographed pros, amateur wrestlers earnestly compete on a mat (rather than in an erstwhile boxing ring), absent predetermined outcomes. Amateur matches normally consist of three two-minute periods at the high school level, or a three-minute period and a pair of two-minute periods at the collegiate and international levels. The wrestlers spend most of their time on the mat attempting takedowns (from the standing position), pinning combinations (from the top position) and escapes or reversals (from the bottom). And there are no head-butts, punches or leaps from the top rope in the amateur version.

"You can't even compare real wrestling with pro wrestling," Aquia explained.



Sal Aquia, 14-year-old son of SIU Port Agent Sal Aquia, went 21-0 this past season.



The Aquias are ready for a tournament at the University of Maryland's Cole Field House. Pictured from left are Tony, Sal, Elizabeth and Sal Sr.

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 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
DECK DEPARTMENT										
New York	26	27	3	18	22	0	8	51	55	9
Philadelphia	4	10	5	3	2	4	7	4	15	3
Baltimore	6	6	2	0	9	0	1	8	7	3
Norfolk	7	19	1	8	10	1	0	20	34	5
Mobile	15	14	1	6	11	1	2	25	31	1
New Orleans	18	20	6	5	20	1	10	50	51	11
Jacksonville	28	24	2	29	25	0	13	39	45	4
San Francisco	25	22	0	12	5	0	6	51	52	3
Wilmington	23	20	2	13	7	1	6	41	37	10
Seattle	26	21	3	18	10	0	9	43	43	8
Puerto Rico	7	7	0	4	5	0	2	18	5	6
Honolulu	5	26	12	4	14	5	7	12	33	27
Houston	26	27	8	21	25	1	15	32	50	14
St. Louis	1	2	0	1	0	0	0	0	3	1
Piney Point	2	12	1	2	7	0	4	2	13	1
Algonac	1	0	0	0	0	0	0	1	0	0
Totals	220	257	46	144	172	14	90	397	474	106
ENGINE DEPARTMENT										
New York	21	14	1	10	12	1	7	40	40	7
Philadelphia	3	3	1	0	2	0	0	8	6	1
Baltimore	4	4	1	1	1	0	0	6	9	2
Norfolk	4	15	1	4	6	1	4	8	26	5
Mobile	11	9	0	3	6	0	2	20	14	0
New Orleans	11	13	3	7	5	0	3	22	30	5
Jacksonville	22	21	4	11	15	0	3	30	38	7
San Francisco	16	17	0	5	5	1	2	33	33	1
Wilmington	10	11	1	5	6	1	0	15	28	5
Seattle	16	15	2	13	6	0	5	22	27	3
Puerto Rico	8	1	0	5	0	0	1	10	2	2
Honolulu	8	18	5	3	12	3	8	10	27	13
Houston	16	13	1	12	15	0	6	18	33	5
St. Louis	1	0	0	0	1	0	0	1	0	0
Piney Point	0	4	0	0	1	0	1	4	16	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	151	158	20	79	93	7	42	247	329	56
STEWARD DEPARTMENT										
New York	20	9	0	12	7	0	9	31	25	0
Philadelphia	1	2	1	1	2	1	1	1	4	1
Baltimore	3	0	1	1	2	0	1	6	4	1
Norfolk	9	5	3	1	3	1	4	18	12	2
Mobile	3	7	1	6	4	1	1	11	11	1
New Orleans	8	10	0	4	2	0	4	15	24	0
Jacksonville	10	6	0	7	5	0	4	20	9	1
San Francisco	35	7	0	19	6	0	3	76	14	3
Wilmington	17	4	0	5	1	0	2	28	7	1
Seattle	23	7	2	19	3	0	4	26	12	3
Puerto Rico	2	4	0	2	2	1	4	3	2	0
Honolulu	14	11	7	4	2	0	1	32	26	13
Houston	13	2	1	11	7	0	12	16	6	3
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	1	5	0	0	6	0	0	3	12	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	159	79	16	92	52	4	50	286	169	29
ENTRY DEPARTMENT										
New York	6	42	6	4	22	1	0	22	81	22
Philadelphia	1	5	1	1	4	0	0	1	6	5
Baltimore	0	8	2	0	7	1	0	1	5	2
Norfolk	2	14	3	2	6	3	0	6	39	8
Mobile	2	14	0	1	7	0	0	4	31	1
New Orleans	6	17	7	6	9	1	0	18	45	18
Jacksonville	2	16	5	2	11	4	0	2	26	12
San Francisco	14	12	5	4	8	2	0	32	26	11
Wilmington	4	14	2	4	2	1	0	9	31	8
Seattle	11	16	6	5	12	0	0	15	26	11
Puerto Rico	5	5	1	5	5	0	0	9	9	8
Honolulu	9	39	56	1	16	6	0	14	98	138
Houston	6	16	7	2	11	1	0	7	31	10
St. Louis	0	1	0	0	1	0	0	0	2	0
Piney Point	1	28	3	0	20	0	0	1	22	3
Algonac	0	1	0	0	0	0	0	0	4	0
Totals	69	248	104	37	141	20	0	141	482	257
Totals All Departments	599	742	186	352	458	45	182	1,071	1,454	448

* "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 1,037 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,037 jobs shipped, 352 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From March 16 to April 15, 1994, a total of 182 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,711 jobs have been shipped.

June & July 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
 Monday, June 6; Tuesday, July 5*
changed by Independence Day holiday

New York
 Tuesday: June 7, July 5

Philadelphia
 Wednesday: June 8, July 6

Baltimore
 Thursday: June 9, July 7

Norfolk
 Thursday: June 9, July 7

Jacksonville
 Thursday: June 9, July 7

Algonac
 Friday: June 10, July 8

Houston
 Monday: June 13, July 11

New Orleans
 Tuesday: June 14, July 12

Mobile
 Wednesday: June 15, July 13

San Francisco
 Thursday: June 16, July 14

Wilmington
 Monday: June 20, July 18

Seattle
 Friday: June 24, July 22

San Juan
 Thursday: June 9, July 7

St. Louis
 Friday: June 17, July 15

Honolulu
 Friday: June 17, July 15

Duluth
 Wednesday: June 15, July 13

Jersey City
 Wednesday: June 22, July 20

New Bedford
 Tuesday: June 21, July 19

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

Personals

PHILIP J. JOHNSON (P.I.)

Please call your sister at (504) 895-7476 or (205) 432-5100.

GLORIA MELLUISH

and

WIGGIE REYES

Please contact Joia De Leon at (800) 839-2460.

ERNEST EDWARD RICHARDSON

Please contact Gloria regarding your daughter Georgette at (504) 895-1936.

ROBERT MARTIN SMITH

Please contact Maurica Shapiro at P.O. Box 7260, Houston, TX 77248.

Notices

Maritime Memorial Day Services Set for Port Arthur

Port Arthur, Texas will hold its annual Maritime Memorial Day ceremony at 10 a.m., Saturday, May 21. The location will be 900 Lakeshore Drive at the Maritime Memorial Sundial. The service, which will be officiated by SIU member Father Sinclair Oubre, will honor the memory of the mariners who lost their lives at sea, especially those who died aboard the *OMI Charger* during an explosion near the Houston Ship Channel on October 9, 1993.

Texas Boatmen: Membership Meeting Scheduled

A general informational Seafarers membership meeting will be held Wednesday, May 4 at 2 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur, Texas. For more information, contact the SIU hall in Houston at (713) 659-5152.

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 Corgoy
Vice President Gulf Coast

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

ALGONAC
520 St. Clair River Dr.
Algonac, MI 48001
(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

MARCH 16 — APRIL 15, 1994

Port	CL—Company/Lakes			L—Lakes			NP—Non Priority		
	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	24	0	0	16	0	0	43	1
ENGINE DEPARTMENT									
Algonac	0	13	3	0	8	0	0	32	3
STEWARD DEPARTMENT									
Algonac	0	7	0	0	6	0	0	9	2
ENTRY DEPARTMENT									
Algonac	0	20	4	0	0	0	0	39	11
Totals All Departments	0	64	7	0	30	0	0	123	17

* "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

MARCH 16 — APRIL 15, 1994

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	7	0	0	4	0	0	21	2	0
Gulf Coast	5	1	5	1	0	0	7	6	28
Lakes & Inland Waters	67	0	0	13	0	0	54	0	0
West Coast	0	0	19	71	1	27	3	3	70
Totals	79	1	24	89	1	27	85	11	98
ENGINE DEPARTMENT									
Atlantic Coast	3	0	0	2	0	0	2	1	0
Gulf Coast	0	0	0	0	0	0	0	0	6
Lakes & Inland Waters	45	0	0	6	0	0	39	0	0
West Coast	0	0	1	1	0	1	0	0	1
Totals	48	0	1	9	0	1	41	1	7
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	1	0
Gulf Coast	0	0	0	0	0	2	2	1	6
Lakes & Inland Waters	12	0	0	2	0	0	10	0	0
West Coast	1	1	2	1	2	0	2	1	9
Totals	14	1	2	3	2	2	16	3	15
Totals All Departments	141	2	27	101	3	30	142	15	120

* "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.

Don't Miss Out on a Piney Point Vacation

There is plenty of time for Seafarers and their families to make reservations for summer vacation at the Paul Hall Center in Piney Point, Md.

As many SIU members already have discovered, Piney Point offers a pleasing mix of tranquility, ideal facilities and close proximity to a wide variety of historical sites and outdoor activities. Situated on the banks of the St. George's Creek, the Paul Hall Center features all the ingredients for a fun-filled vacation, either on the grounds or within driving distance.

The center itself has a health spa, tennis courts, Olympic-size swimming pool and plenty of picturesque space for peaceful walks or jogs on the beautifully landscaped grounds.

Nearby are many famous landmarks and other attractions — so many worthwhile adventures that it probably will be impossible to do them all during a one- or two-week vacation. The sights of Washington, Baltimore, Annapolis, Southern Maryland and Northern Virginia are within easy driving distance of Piney Point.

In short, a Piney Point vacation has it all: swimming, boating, fish-

ing, arts and crafts, sightseeing, peace and quiet, historical and other educational sites, national landmarks, picturesque surroundings... the list goes on and on.

Piney Point is special — and it is only available to Seafarers and their families. To take the first step toward making this year's vacation a memorable one, clip the coupon below and mail it to the Paul Hall Center.

UNION MEMBER VACATION RATES

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

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

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

SEAFARERS TRAINING & RECREATION CENTER
Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: *(Stay is limited to two weeks)*

1st choice _____ 2nd choice: _____ 3rd choice: _____

Send this completed application to the Seafarers Training & Recreation Center,
P.O. Box 75, Piney Point, MD 20674. 5/94

The Seafarers Pension Plan this month announced the retirements of 11 SIU members.

Seven of those signing off sailed in the deep sea division; one sailed the inland waterways and three the Great Lakes.

Among those joining the ranks of the retirees are Brothers John Little and Donald Pressly who completed bosun recertification courses at Piney Point.

Seven of the retiring Seafarers served in the U.S. military—six in the Army and one in the Air Force.

Of all the Seafarers signing off this month, Brother William Saltarez sailed the longest, having joined the union in 1951 in the port of New York.

Brief biological sketches of Brothers Saltarez, Little, Pressly and the others follow.

DEEP SEA



JOHN CARMELLO, 64, joined the Seafarers in 1967 in the port of New York. Born in New Jersey, he sailed in the engine department. Brother Carmello retired to Port Monmouth, N.J.

RAMON IRULA, 65, joined the SIU in 1963 in the port of Houston. A native of Honduras, he sailed in the engine department. Brother Irula upgraded at the Lundeberg School frequently. He resides in Metairie, La.



JOHN LITTLE JR., 61 signed on with the union in 1959 in the port of New York. Born in Melvin, Ky., he successfully completed the bosun recertification course at Piney Point in 1976. Brother Little served in the U.S. Army from 1955 to 1957. He last sailed aboard the *Overseas Arctic*. Brother Little calls Monticello, Ky. home.

CHARLES MANN, 60, joined the Seafarers in 1962 in the port of New York. A North Carolina native, he sailed in the deck department. Brother Mann upgraded frequently at the Paul Hall Center. He served in the U.S. Army from 1952 to 1954. Brother Mann lives in Jesup, Ga.



HASKELL MOORE, 65, joined the SIU in 1961 in the port of San Francisco. Born in Wilburton, Okla., he sailed in the engine department. Brother Moore served in the U.S. Army from 1946 to 1948. He resides in Sequim, Wash.

DONALD PRESSLY, 63, joined the union in 1958 in the port of New York. A Yonkers, N.Y. native, he successfully completed the bosun recertification program at Piney Point in 1974. He still calls Yonkers home.



WILLIAM SALTAREZ, 65, joined the Seafarers in 1951 in the port of New York. A New York native, he sailed in the steward department. Brother Saltarez resides in Houston.

INLAND

BERNARD BYRNE, 62, signed on with the SIU in 1961 in his native Chicago. Boatman Byrne sailed



in the deck department. He upgraded at the Lundeberg School in 1979. Boatman Byrne served in the U.S. Army from 1952 to 1954. He retired to Park Ridge, Ill.

GREAT LAKES



RUDOLPH PACE, 65, joined the SIU in 1965 in the port of Buffalo, N.Y. A native of Exeter, Pa., he sailed in

the steward department. Brother Pace upgraded frequently at Piney Point. He served in the U.S. Air Force from 1946 to 1947. Brother Pace still calls Exeter home.

STANLEY WAS-LOWSKI, 65, joined the union in 1960 in the port of Detroit. Born in Wilkes-Barre, Pa., he sailed in the deck department.



Brother Waslowski resides in Green Bay, Wis.

DAVID LEE WILLIS, 66, joined the Seafarers in 1963 in the port of Detroit. A native of Sullivan, Ind., he sailed in the deck department. Brother Willis served in the U.S. Army from 1946 to 1947. He retired to Superior, Wis.

S-L Raleigh Bay Crew Shares Holiday Meal

As the *Sea-Land Raleigh Bay* pulled into the Port Elizabeth, N.J. dock, crewmembers had more on their minds than just being happy to be home, or of offloading the vessel's cargo of containers, or even of the upcoming payoff. For it was April 3—Easter Sunday—and Chief Steward Eddie Collins and the galley gang had prepared a special holiday luncheon consisting of, among other choices, prime rib of beef with all the trimmings. The Easter feast came at the

conclusion of the containership's recent Mediterranean run, according to New York Patrolman Jack Sheehan, who met the vessel upon arrival and who sent the photographs accompanying this article to the *Seafarers LOG*. He answered any questions the crewmembers had about union activities and made sure there were plenty of LOGs aboard ship as well as a supply of upgrading, vacation and claims forms for the next voyage.

The 42,720 ton vessel is owned



The *Sea-Land Raleigh Bay* arrives at the dock in Port Elizabeth, N.J. in time for the Easter holiday.

and operated by Sea-Land Service Inc. and presently sails under a shared vessel agreement with four other shipping companies, P&O, OOCL, Maersk and Nedlloyd.



Participating in payoff procedures aboard the *Sea-Land Raleigh Bay* are (from left) AB Robert Kirk, Bosun Tony "Jose" Martinez, QMED Rashid Ali and AB Mark Folk.



Enjoying a delicious Easter lunch aboard ship are (from left) AB Robert Kirk, QMED/Electrician Paul Titus and AB James Peacock.



Members of the deck department secure the gangway and safety net in preparation for disembarkation in Port Elizabeth.



Chief Steward Eddie Collins and Chief Cook Francisco Tirado enjoy cooking the holiday meal.

Correction: Galley Gang on F.D. Roosevelt



A photo caption in the April issue of the *Seafarers LOG* misidentified SIU members who sail in the steward department on board the *President F.D. Roosevelt*. The correct identifications for the galley gang members in the photo reprinted above are as follows: squatting at far left wearing white shirt is Assistant Cook Alvin Solomon; kneeling at right with hand on chin is Chief Cook Joseph Tucker; and standing at far right is Steward/Baker A. Davis. The photo was provided by SIU Representative George Tricker, who also is pictured standing fourth from the right holding corner of flag.

Final Departures

DEEP SEA

RAYMOND ALLEN



Pensioner Raymond Allen, 60, passed away March 25. Born in Mobile, Ala., he joined the Seafarers in 1953 in the port of Galveston, Texas. Brother Allen upgraded at the Lundeberg School in 1978. He retired in April 1993.

RAYMOND BROWN



Raymond Brown, 54, died March 27. He joined the union in 1962 in his native New Orleans. Brother Brown successfully completed the bosun recertification program at Piney Point in 1987. He served in the U.S. Air Force from 1956 to 1960.

ERNESTO BUCANO



Pensioner Ernesto Bucano, 95, passed away March 12. Born in the Philippine Islands, he joined the SIU in 1948 in the port of New York. Brother Bucano sailed in the steward department. He served in the U.S. Army Air Force from 1921 to 1924. Brother Bucano began receiving his pension in September 1968.

EUGENE CECCATO



Pensioner Eugene Ceccato, 70, passed away February 10. Born in Ohio, he joined the Seafarers in 1949 in the port of New York. Brother Ceccato sailed in the deck department. He upgraded at the Lundeberg School in 1982. Brother Ceccato retired in November 1985.

BERESFORD EDWARDS



Pensioner Beresford Edwards, 94, died March 7. A native of Trinidad, he joined the SIU in 1947 in the port of New York. Brother Edwards sailed in the steward department. He began receiving his pension in August 1972.

LAWRENCE FAGAN



Pensioner Lawrence Fagan, 78, passed away March 9. Born in Wiliston, N.D., he joined the union in 1962 in the port of Norfolk, Va. Brother Fagan sailed in the engine depart-

ment. He served in the U.S. Navy from 1935 to 1954. Brother Fagan retired in January 1987.

RALPH CAPETTA

Ralph Capetta, 31, died December 14. A San Juan, P.R. native, he joined the union in 1982 in Piney Point. Brother Capetta sailed in the deck department.

LYMAN LAI



Pensioner Lyman Lai, 64, died February 4. A native of China, he joined the Marine Cooks and Stewards (MC&S) in 1968 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Lai served in the U.S. Army from 1945 to 1957. He began receiving his pension in June 1992.

JOHN LINCOLN



Pensioner John Lincoln, 70, passed away March 15. Born in North Carolina, he joined the Seafarers in 1969 in the port of Norfolk, Va. Brother Lincoln sailed in the engine department. He served in the U.S. Navy from 1943 to 1946. Brother Lincoln retired in September 1988.

CLARENCE OWENS



Pensioner Clarence Owens, 69, died March 24. A native of Tennessee, he joined the SIU in 1946 in the port of New Orleans. Brother Owens sailed in the deck department. He began receiving his pension in November 1980.

FLOYD PERKINS



Pensioner Floyd Perkins, 67, passed away March 9. Born in Holly Bluff, Miss., he joined the union in 1955 in the port of Savannah, Ga. Brother Perkins sailed in the engine department. He served in the U.S. Army from 1944 to 1946. Brother Perkins retired in September 1988.

GREGORIO REYES



Pensioner Gregorio Reyes, 82, died March 24. A native of Puerto Rico, he joined the SIU in 1945 in the port of Philadelphia. Brother Reyes sailed in the steward department. He began receiving his pension in November 1977.

INLAND

WALTER REIMER



Pensioner Walter Reimer, 64, died March 11. A native of New York, N.Y., he joined the union in 1969 in the port of Jacksonville, Fla. Boatman Reimer sailed in the deck department. He began receiving his pension in July 1992.

ULAS COFFMAN

Pensioner Ulas Coffman, 61, passed away March 21. Born in

Kansas, he joined the Seafarers in 1951 in the port of Galveston, Texas. Boatman Coffman sailed in the deck department. He served in the U.S. Air Force from 1953 to 1956. Boatman Coffman retired March 1.

ALLEN SHERRILL

Pensioner Allen Sherrill, 84, passed away March 23. Born in Orange, Texas, he joined the SIU in 1964 in the port of Port Arthur, Texas. Boatman Sherrill sailed in the engine department. He retired in June 1973.

BENNIE STEWART

Pensioner Bennie Stewart, 71, died March 16. A Magnolia,

Miss. native, he joined the Seafarers in 1956 in the port of New Orleans. Boatman Stewart sailed in the deck department. He began receiving his pension in September 1984.

GREAT LAKES

ROBERT McTAVICH

Robert McTavich, 56, passed away March 22. Born in Wilkes-Barre, Pa., he joined the union in 1960 in the port of Detroit. Brother McTavich last sailed as a wheelsman aboard the *Paul Thayer*.

Recertified Bosun Donald Rood Buried at Sea

Brother's Final Wishes Carried Out by Crew

On March 16, with the flag at half mast and the engines idled, Seafarers and officers aboard the *LNG Capricorn* paused to remember former shipmate Recertified Bosun Donald Rood, as they scattered his ashes into the sea off the coast of the Philippine Islands.

Captain Robert Roes read a brief benediction as the crew watched silently while Bosun Charlie Kahl gave Rood's ashes to the Sulu Sea. Bosun Kahl was a longtime friend of the deceased Seafarer.

Born in Omaha, Neb., Brother Rood joined the Seafarers in 1945 in the port of New York. He successfully completed the bosun recertification program at the Harry Lundeberg School of Seamanship in Piney Point, Md. in 1976. Brother Rood retired in April 1988.

Donald Rood passed away October 8, 1992 at the age of 72. Besides the *Capricorn*, Rood sailed aboard the *Aries* and *Aquarius*.

He had requested his body be left to medical science and his ashes taken aboard the *Capricorn* and scattered at sea. His final wishes were carried out.



Bosun Charlie Kahl spreads the ashes of Recertified Bosun Donald Rood into the Sulu Sea off the coast of the Philippine Islands.

LOG-A-RHYTHM

The Merchant Marine

by Freda H. Babinski

*These words are for all
who serve on the sea,
You're special I know
yet strangers to me.*

*I know of your lives
and places you go,
The things that you do
to help this world grow.*

*Your job is unique
as each one of you,
So I have been told
by one of your crew.*

*For thirty-one years
he sailed on the sea,
Such stories he told
with love just for me.*

*Each time when he left
as I knew he would,
Such pain in my heart
but I understood.*

*He never was married
except to the sea,
He loved only two—
the ocean and me.*

*He helped me to feel
a closeness to you,
I learned to respect
the job that you do.*

*Three years have gone by
since he passed away,
But memories of him
are with me today.*

*So when your heart cries
for you to go home,
Remember that you
are never alone.*

*Look up at the stars
each one it its place,
You'll feel all the warmth
from his sweet embrace.*

*They'll be someone there
you'll know who I mean,
GOD BLESS YOU my friend
"THE MERCHANT MARINE."*

This poem is a special dedication by Freda H. Babinski to all the men and women who have served in the merchant marine, especially to her godfather, Chester Christenson of McEwen, Tenn., who sailed with the SIU for 31 years and died October 22, 1990.

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.

CHARLES L. BROWN (Transoceanic Cable), January 28—Chairman **J. Harrington**, Secretary **B. Kamiya**, Educational Director **W. Carroll**, Engine Delegate **Robert Powers**, Steward Delegate **Kenneth Cabato**. Chairman advised members of payoff schedule. He added ship will off-load cable and sail from St. Thomas, V.I. Secretary urged members to conserve water while in port. Educational director reported crew needs new washing machine. He advised crewmembers to be safety conscious. Treasurer announced \$400 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for copy of new agreement. Crew noted forward escape hatch is leaking and needs repair.

OMI DYNACHEM (OMI), January 23—Chairman **Larry Kunc**, Secretary **Frank Costango**, Educational Director **W. Weekley**, Deck Delegate **Charles Foley**, Engine Delegate **Rowell Van Unen**, Steward Delegate **Tom Kreis**. Chairman noted new contracts should be sent to ship soon. Educational director urged members to upgrade skills when possible at Lundeberg School. Treasurer announced captain donated tape recorder for crew lounge. No beefs or disputed OT reported. Chairman reminded crewmembers to use ice scoop when getting ice and not bare hands. Crew discussed having ship fumigated for bugs. Crew gave vote of thanks to galley gang for job well done. Next port: Bellingham, Wash.

OMI LEADER (OMI), January 3—Chairman **Patrick Rankin**, Secretary **Rebecca Sleeper**, Educational Director **James McDaniel**, Deck Delegate **Craig Pare**, Steward Delegate **Stanley Krystosiak**. Captain requested new VCR for crewmembers. He noted payoff set for Los Angeles. Educational director reported December issue of *Seafarers LOG* has Piney Point course descriptions. No beefs or disputed OT reported. Crew extended special vote of thanks to Chief Steward Sleeper for obtaining fresh Christmas trees for crew and officers. Crew also gave thanks for special meal served by galley gang and Christmas gifts sent by Houston area churches.

AMERICAN HERITAGE (Apex Marine), January 27—Chairman **Bryan Iversen**, Engine Delegate **J. Overby**, Steward Delegate **N. Jackson**. Chairman reported crew worked hard during long voyage. No beefs or disputed OT reported. Chairman noted *Seafarers LOGs* not being received. Crew gave vote of thanks to steward department for good meals during long trip. Chairman reported ship scheduled for stop in Oregon before sailing to Bangladesh, Durban, South Africa and Houston for payoff.

FRANCES HAMMER (Ocean Shipholding), February 14—Chairman **P. Tusa**, Secretary **J. Price**, Educational Director **R. Butler**. Chairman reminded crew February 21 is Presidents Day, a paid union holiday. He noted ship on way to New Jersey to unload with next destination unknown. Secretary asked crewmembers to save juice cans so deck and engine departments can use them for painting. Educational director encouraged members to upgrade skills at Paul Hall Center. Treasurer reported \$150 in ship's fund. No beefs or

disputed OT reported. Crew asked contracts department to look into reducing time required to collect vacation check. Crew advised chairman that entertainment center in crew lounge not working. Crew reported antenna once again needs repair. Crew gave special thanks to Chief Cook **Dadang Rishidi** for outstanding meals each day.

INGER (Sealift Bulkers), February 27—Chairman **Stanley Jandora**, Secretary **Vincent Sanchez Jr.**, Deck Delegate **Willie Chestnut**, Engine Delegate **Eduardo Elemento**, Steward Delegate **J. Martinez**. Chairman announced ship's arrival date in New Orleans and noted next trip may be to Egypt with load of steel. He added repair list posted. No beefs or disputed OT reported. Steward delegate reminded crewmembers to turn coffee maker off at night when not in use. Crew gave vote of thanks to galley gang for job well done. Next port: Mobile, Ala.

LNG VIRGO (ETC), February 27—Chairman **Jack Rhodes**, Secretary **Zein Achmad**, Educational Director **Bruce Smith**, Steward Delegate **Ralph McKee**. Chairman reported smooth sailing. Educational director reminded members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew noted "Scandal at Sea" video viewed during meeting. Next port: Tobata, Japan.

OMI DYNACHEM (OMI), February 20—Chairman **Larry Kunc**, Secretary **Steven Wagner**, Educational Director **W. Weekley**, Deck Delegate **Charles Foley**, Engine Delegate **R. Van Unen**, Steward Delegate **Tom Kreis**. Chairman reported new VCRs for crew and officers' lounge received and noted old one to be used as back up. He urged members to keep grease and oil off chairs in mess hall. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed benzene testing and confusion over expiration dates. Crew thanked galley gang for great job. Chairman thanked entire crew for excellent response in the rescue of four Costa Rican fishermen. Crewmembers donated clothes, and steward department prepared hot meals for those rescued. Next port: Houston.

OMI MISSOURI (Vulcan Carriers), February 13—Chairman **Cesar Gutierrez**, Secretary **Clyde Kreiss**, Steward Delegate **James Padmore**. Educational director advised members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman suggested crewmembers signing off should put old work clothes in a box for use by other crewmembers when needed.

RANGER (Vulcan Carriers), February 16—Chairman **Johnny Wolfe**, Secretary **C. Chang**, Educational Director **H. Smith**, Engine Delegate **M. Napier**. Chairman advised members not to throw plastics overboard. He noted vessel returning to stateside route after off-loading grain in Albania. He thanked crewmembers for excellent job. He reminded crew that a layup is possible soon and advised them to stay off main deck in severe weather. No beefs or disputed OT reported. Next port: New York.

SAM HOUSTON (Waterman Steamship), February 27—Chairman **Andrew Mack**, Secretary **R. Bright**, Educational Director **E. Neathery**, Deck Delegate **James Walker**. Chairman announced payoff in New Orleans and noted this crew is one of the best. He advised crewmembers to upgrade at Paul Hall Center. Secretary thanked crew and officers for making trip an excellent one. Treasurer reported \$470 in movie fund. No beefs or disputed OT reported. Crew requested copies of new contract on ship. Also crew noted need for wearing masks around stackhouse. Entire crew gave vote of thanks to galley gang for outstanding Thanksgiving and Christmas dinners. Next port: Norfolk, Va.

SEALIFT ARCTIC (IMC), February 23—Chairman **Sonny Herrera**, Secretary **D. Clay**, Educational Director **E. Perreira**, Deck Delegate **N. Bean**, Engine Delegate **G. Howard**, Steward Delegate **A. Nasser**. Chairman reported crew received officers' old VCR for crew lounge. He noted crewmembers viewed "Scandal at Sea." Educational director advised members to upgrade at Lundeberg School. Treasurer reported \$270 in ship's fund. Deck, engine and steward delegates reported disputed OT. Crew reminded of no smoking policy during meal hours.

SEA-LAND PACIFIC (Sea-Land Service), February 28—Chairman **Hayden Gifford**, Secretary **George Bronson**, Educational Director **Steve Bigelow**, Deck Delegate **D. Brunamonti**, Engine Delegate **J. Arnold**, Steward Delegate **R. Pouliot**. Chairman discussed arrival in Tacoma, Wash. and transportation of crewmembers home. He mentioned new safety packet posted around ship. He urged members to donate to SPAD and upgrade at Piney Point. Educational director thanked members for keeping crew laundry, lounge and quarters clean. He also thanked electrician for donating movies to ship library and reminded eligible members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department for good meals and job well done.

STONEWALL JACKSON (Waterman Steamship), February 27—Chairman **Carl Lineberry**, Secretary **E. Hoitt**, Educational Director **Wayne McKeeler**, Deck Delegate **Robert Christensen**, Engine Delegate **M. Novak**, Steward Delegate **F. Zaharan**. Chairman advised crewmembers next port would be Alexandria, Egypt, then onto Suez Canal for eastbound leg of voyage. Secretary reported all union forms are available should crewmembers need them. Educational director encouraged members to upgrade skills at Piney Point when on beach. Treasurer reported \$480 in ship's fund. Deck, engine and steward delegates reported disputed OT. Crew reported patrolman delivered *Seafarers LOGs* to ship. Crewmembers discussed smoking policy aboard ship. Crew requested repair of antenna for crew quarters and gave vote of thanks to galley gang for job well done. Steward delegate announced receipt of new toaster.

AMERICAN CORMORANT (Osprey Shipping), March 13—Chairman **V. Huelett**, Secretary **D.K. Goggins**, Educational Director **R. Mac**, Deck Delegate **C. Patterson**, Engine Delegate **Robert McDonald**, Steward Delegate **Robert Wright**. Chairman requested new microwave oven and refrigerator for galley. Educational director noted copy of new contract received and advised all seamen to upgrade and further skills at Paul Hall Center. No beefs or disputed OT reported. Crew extended special thanks to steward department members **Steward/Baker Goggins**, Chief Cook **Wright** and **SA Migdalia**

Ortiz for good meals and housekeeping. Next port: Diego Garcia.

CAPE WRATH (Amsea), March 20—Chairman **Steve Melendez**, Secretary **Lauren Oram**, Deck Delegate **B. Brunette**, Engine Delegate **R. Oppel**, Steward Delegate **D. Landry**. Chairman asked crewmembers to use courtesy in laundry rooms. He discussed overtime rates, new contract and lifeboat procedures with crewmembers and extended thanks to Baltimore union hall. Secretary noted linens to be distributed when washer is repaired. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to clarify sailing board procedures. Crew requested refrigerators for quarters and variety of juices. Next port: Charleston, S.C.

for job well done. Next port: St. Rose, La.

ITB BALTIMORE (Sheridan Transportation), March 4—Chairman **J. Rogers**, Secretary **A. Martinez**, Steward Delegate **Scott Bruscella**. Chairman noted crew waiting for contract news. He advised members of payoff in New York and reminded them to keep galley and mess hall clean at night. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for great meals.

ITB PHILADELPHIA (Sheridan Transportation), March 31—Chairman **Dan Marcus**, Secretary **J.P. Emidy**, Educational Director **J.R. Carnell**, Deck Delegate **Joe Mieluchowski**, Engine Delegate **Simeon Rivas**, Steward Delegate **Jack Hart**. Chairman thanked

Meeting Time



From the left, AB John Gilliam, Steward Assistant Mahmoud Megeed, Steward Assistant Darlene Montgomery and AB Thomas Parisi take part in a recent union meeting aboard the 2nd Lt. John Paul Bobo in the port of Panama City, Fla.

CHARLES L. BROWN (Transoceanic Cable), March 3—Chairman **J. Harrington**, Secretary **B. Kamiya**, Educational Director **W. Carroll**, Deck Delegate **Tony Sivola**, Engine Delegate **Robert Powers**, Steward Delegate **Ken Cabato**. Chairman announced arrival date in St. Thomas, V.I. and told crew of payoff at end of month. He reported cable watches to begin until all cable is loaded and ship goes into cable standby. He also advised members to practice safety at all times and to report all safety items, repairs, etc. to department heads. Crewmembers viewed "Scandal at Sea" video. Educational director reported crew laundry temporarily shut down until electrical panel repairs completed. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for copies of new agreement. Crew sent "Aloha Oi" to Tom Fay at Piney Point from the "Hawaii Bunch."

COVE ENDEAVOR (Cove Shipping), March 28—Chairman **C.C. Smith**, Secretary **Thomas Wybo**, Educational Director **C. Keith Dunnavant**, Deck Delegate **Tim Troupe**, Engine Delegate **Victor Rewerts**, Steward Delegate **Mohamed Ahmed**. Chairman discussed ship's itinerary with crewmembers. Treasurer reported \$97.50 in ship's fund. No beefs or disputed OT reported. Steward delegate reminded crewmembers to clean up after themselves in mess hall. Crew noted galley freezer in need of repair. Chairman asked crewmembers to load washer completely before beginning cycle and remember to clean lint filter before beginning dryer. He reminded crew to keep lounge clean by putting newspapers, magazines and video tapes away when done. Crew discussed developing system for checking out movies. Crew requested new T.V., microwave oven and improved antenna reception. Members asked chairman to advise crew on when new movies arrive. They thanked steward department

deck crew for good seamanship when cleaning tanks and preparing ship for port and sea. He also extended vote of thanks to steward department for excellent meals prepared each day. Secretary reported everything running smooth as silk. Educational director reminded members with enough sea time to take advantage of upgrading opportunities at Paul Hall Center. He also stressed importance of reading *Seafarers LOG*. No beefs or disputed OT reported. Steward delegate advised crew of importance of donating to SPAD. He noted it is vital to keep a strong voice for maritime in Washington, D.C. where it counts. Chief cook thanked deck and engine departments for keeping mess hall clean during off hours.

LIBERTY SUN (Liberty Maritime), March 6—Chairman **Glen James**, Secretary **Norman Dube**, Educational Director **L. Malta**, Deck Delegate **Patrick Baker**, Steward Delegate **Joseph Brooks**. Deck and steward delegates reported disputed OT. Crew requested new washing machine.

LIBERTY WAVE (Liberty Maritime), March 13—Chairman **Calvin Miles**, Secretary **Lee Frazier**, Deck Delegate **Floyd Patterson**, Engine Delegate **Victor Quioto**, Steward Delegate **R. Ascone**. Crew requested new lounge furniture. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman asked contracts department to clarify sanitary work over weekends.

OMI LEADER (OMI), March 6—Chairman **Patrick Rankin**, Secretary **Rebecca Sleeper**, Educational Director **H. Chancey**, Deck Delegate **Craig Pare**. Chairman thanked steward delegate for going ashore and picking out new VCR for crew. Educational director discussed oil spill class available at Piney Point and urged crewmembers to support

Continued on page 20

Ships Digest

Continued from page 19

MDL (Maritime Defense League). Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates.

OMI LEADER (OMI), March 20—Chairman Patrick Rankin, Secretary Rebecca Sleeper, Educational Director H. Chancey, Deck Delegate Craig Pare, Engine Delegate Rudolph Lopez. Chairman reported patrolman boarded ship in Honolulu. Chairman also told crew payoff scheduled in Texas, and he requested another patrolman meet vessel there. He added that due to length of trip, laundry soap would be rationed for remainder of trip. Educational director discussed safety aboard ship and encouraged crew to report any unsafe conditions. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crewmembers gave vote of thanks to Chief Pumpman Chancey for his hard work. Next port: Texas City, Texas.

OMI MISSOURI (Vulcan Carriers), March 20—Chairman Cesar Gutierrez, Secretary Clyde Kreiss, Deck Delegate Randal Evans, Engine Delegate James Thibodeau, Steward Delegate James Padmore. Chairman praised crew for smooth trip. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman advised members to attend all union meetings. He asked crew to keep crew lounge's newly upholstered furniture clean and not sit with sharp objects in pockets that will tear fabric.

OVERSEAS HARRIETTE (Maritime Overseas), March 15—Chairman Peter Victor, Secretary G. Quinn, Educational Director M. Marino, Deck Delegate D. Charles, Engine Delegate A. Medino, Steward Delegate R. Xatruch. Chairman noted very good trip with good crew. Secretary encouraged members to upgrade skills at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew noted *Seafarers LOGS* received. Members discussed installing new washer and dryer. They thanked galley gang for job well done. Next port: Lake Charles, La.

OVERSEAS OHIO (Maritime Overseas), March 25—Chairman Robert Pagan Jr., Secretary Earl Gray Sr., Educational Director M. R. ibeiro, Deck Delegate John Baker, Engine Delegate Norman Israel, Steward Delegate Duane Bergeson. Chairman noted good crew on board and encouraged everyone to keep up good work. He asked members to help DEU in keeping ship clean. Secretary encouraged crewmembers to continue separating plastic from regular garbage and requested them to observe smoke-free rules in lounge and mess hall (now part of new contract). Deck delegate

reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman circulated new repair list and told crew to let captain know if new mattresses are needed. Crew gave vote of thanks to galley gang for excellent service keeping ship clean and for great salad bar. Chairman discussed Coast Guard efforts to tax seamen's documents and circulated petition to halt such efforts. Next port: Valdez, Alaska.

SEA-LAND CONSUMER (Sea-Land Service), March 20—Chairman Francis Adams, Secretary Don Dwyer, Engine Delegate Royce Barrett, Steward Delegate Ernest Polk. Chairman urged members to donate to SPAD and write congressmen asking them to fight for strong U.S.-flag fleet. He extended vote of thanks to *Seafarers LOG* staff for job well done. Educational director reminded members to read *LOG* and take Hazmat training at Piney Point. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew thanked galley gang for great job and homemade bread and pastries. Next port: Long Beach, Calif.

SEA-LAND CONSUMER (Sea-Land Service), March 31—Chairman Francis Adams, Secretary Don Dwyer, Engine Delegate Royce Barrett, Steward Delegate Ernest Polk. Chairman noted smooth sailing and gave vote of thanks to all departments. He reminded members to give to SPAD because "politics is pork chops." He advised crewmembers to read new contract. Educational director discussed benefits of upgrading at Paul Hall Center. No beefs or disputed OT reported. Chairman stressed importance of reading *Seafarers LOG*. Crew gave vote of thanks to steward department for great meals. Chairman reminded members to rewind videotapes. Next port: Long Beach, Calif.

SEA-LAND DEFENDER (Sea-Land Service), March 12—Chairman Robert Wagner, Secretary John Alamar, Educational Director Alfred McQuade, Steward Delegate Ignacio Fontelera. Secretary thanked crew for keeping recreation room and all areas clean. He reminded members to fill out change of address form if moving. Disputed OT reported by engine delegate. No beefs or disputed OT by deck or steward delegates. Next port: Oakland, Calif.

SEA-LAND DEVELOPER (Sea-Land Service), March 10—Chairman D. Cella, Secretary L. Pinn, Educational Director M. Miller, Deck Delegate John Kelly, Engine Delegate S. Haniford. Chairman reported new washing machine ordered. He advised members to upgrade at Lundeberg School and donate to SPAD. Educational director reminded members who intend to sail on tankers in future to attend upgrading courses at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested new TV and washing machine. Next port: Tacoma, Wash.

SEA-LAND DISCOVERY (Sea-Land Service), March 6—Chairman Nelson Sala, Secretary J.R. Colls, Educational Director Tom Prisco, Deck Delegate F. Rivera, Engine Delegate R. Martinez, Steward Delegate Radames Cosme. Chairman said payoff would take place as soon as patrolman arrives. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

SEA-LAND EXPLORER (Sea-Land Service), March 20—Chairman Jack Kingsley, Secretary William Burdette, Educational Director Guy Pollard Lowsley, Deck Delegate D.L. Sanfilippo, Engine Delegate Steve Byerley, Steward Delegate Musaid Abdul-

la. Chairman announced arrival in port and upcoming U.S. Coast Guard inspection. He reported smooth sailing. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND EXPRESS (Sea-Land Service), March 26—Chairman D. Fleeharty, Secretary G. Bryant, Educational Director A. Bell, Deck Delegate Albert Moore, Engine Delegate A. Hansen, Steward Delegate Joel Crow. Chairman urged members to donate to SPAD and upgrade skills at Piney Point. He reminded crewmembers to take garbage to garbage room on main deck. Educational director advised members signing off to clean rooms for next member. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew gave vote of thanks to galley gang for job well done. Chairman thanked crew for keeping laundry and recreation rooms clean and orderly. Next port: Tacoma, Wash.

SEA-LAND RELIANCE (Sea-Land Service), March 20—Chairman Mel Talalotu, Secretary F. Sison, Educational Director R. Risbeck, Deck Delegate Jerry Casugay, Engine Delegate Roger Wesserman, Steward Delegate Carol Grycko. Chairman extended special vote of thanks to steward department for fine meals. Educational director urged members to take advantage of upgrading courses at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested TV antenna and VCR. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), March 16—Chairman Howard Gibbs, Secretary A. Delaney, Educational Director Austin Horn, Steward Delegate Bradford Mack. Chairman reminded members to read ship's safety manual. Educational director advised crewmembers to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: Honolulu.

USNS BELLATRIX (Bay Ship Management), March 16—Chairman Bruce Korte, Secretary R. Wilcox, Educational Director Chris McKinney, Deck Delegate Joe Sausek, Engine Delegate Ron Day, Steward Delegate Randy Stephens. Crew requested exercise equipment, VCR in engine department lounge and new video tapes. Chairman asked contracts department if crew is covered by war zone pay for time in Mogadishu, Somalia. Secretary reported all SIU forms available in steward's office. Educational director told members to check *Seafarers LOG* for upgrading schedule at Lundeberg School and urged them to apply. No beefs or disputed OT reported. Steward delegate thanked crewmembers for keeping mess hall clean. Crew reported poor mail service. Chairman asked contracts department to verify holiday and weekend pay. He thanked crew for good voyage. Crew gave vote of thanks to galley gang for good meals and service. Next port: Durban, South Africa.

Correction:

The ship's minutes of January 26 for the *USNS Silas Bent* which appeared in the March 1994 issue of the *Seafarers LOG* incorrectly stated the amount of days needed in order to apply for vacation. The minimum total seatime needed still is 120 days. The minutes as printed should have read the crew requested that the contracts department consider reducing the minimum days needed for vacation to 90.

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.

Keeping Watch



QMED Imro Solomon stands before the engineroom control board on the *LNG Leo*.



From left, Jose Oliveira, Antonio Lameiro and Antonio Silva hoist net aboard the *Southern Crusader*.



Handling repairs to some of the nets are Antonio Lameiro (left) and Licinio Esteves.



Two crewmembers prepare to haul in cod and other flatfish caught in the New Bedford area.

Warmer Weather Welcome On the Southern Crusader



The *Southern Crusader's* crew, all fishermen who sail from the port of New Bedford, Mass., had a good break on their last voyage, pictured on this page in photos taken by the boat's captain, Amilcar Esteves. It was not a coffee break or a lunch break, but rather, a break in the weather.

The *Southern Crusader*, like all of the other 80 SIU fishing vessels sailing out of New Bedford, worked through an exceptionally harsh winter. Understandably, crewmembers there are happily welcoming the warmer weather of spring.

"Definitely, it was a rough winter," said SIU Port Agent Henri Francois. "These guys work year-round, but they (often) had to tie up this year due to the weather. Then they listened to the weather reports every day, just to see if they even had a chance to fish."

Francois described Esteves and the rest of the *Crusader's* crew—Antonio Lameiro, Jose Oliveira, Antonio Silva, Licinio Esteves and Augusto Rosa—as "family men and wonderful, dedicated workers."

Like the vast majority of the other fishermen who ply their trade in the northeastern United

States, the crewmembers of the *Southern Crusader* are of Portuguese descent. During off-time, particularly in the summer, they occasionally return to Portugal for brief visits with families and friends.

The *Southern Crusader* is classified as a dragger, one of two types of fishing boats in the New Bedford area. (The other type is known as a scalloper.) Its crew uses large nets which are pulled along the bottom of the ocean to catch groundfish such as cod, yellow-tail flounder, haddock, sole, lobster and various other flatfish.

The vessel is approximately 80 feet long, with about 500 horsepower.

A typical voyage usually lasts nine to 12 days, and extends as far as 100 or more miles out to sea. As called for in their SIU contract, if the fishermen work more than nine consecutive days, they must tie up in port for four days.

While in port, Esteves and the rest of the crew pitch in to handle routine maintenance such as repairing nets, winches and radars.

"They don't want to miss any chance to sail," explained Francois. "The goal is always to be sailing on that fifth day."



The *Southern Crusader* is one of 80 SIU-contracted fishing vessels that operate in the northeast.



Jose Oliveira (left) and another crewmember splice main wire.



From left, Antonio Lameiro, Licinio Esteves and Jose Oliveira clean the latest catch.



Holding a codfish is *Southern Crusader's* captain, Amilcar Esteves.



Licinio Esteves checks a yellow-tail flounder.



Crewmembers aboard the *Southern Crusader* start the cleaning process by removing the tails from the monkfish.



Augusto Rosa (left) and Licinio Esteves check out a cape shark.



Preparing to send the fish below are Antonio Lameiro and Jose Oliveira.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 522—Graduating from trainee lifeboat class 522 are (from left, kneeling) Gabriel Sawyer, Glen McCullough, Wilford Glenn Knight, Donna Scott, (second row) Matthew Case, Willie Pettway, Brad Neathery, Ercell Manuel Jr., Jake Karaczynski (instructor), (third row) Charles Pruitt, Spencer Kregger, Justin Cook, Jeffrey Brown and Duane Jessup.



Trainee Lifeboat Class 523—Graduating from trainee lifeboat class 523 are (from left, kneeling) Ben Cusic (instructor), Everett Henry, Michael Cobb, David Warnke, Eugene Barnes, William Pettaway, (second row) Dimitrios Vourlos, Joseph Latham, Kevin Ward, Thomas White, Jason McCants, Nathaniel Perryman Jr., Shad Ball and Antonio Simon.



Oil Spill Containment Class—Certificates of completion were received by the March 8 class of upgraders. They are (from left, kneeling) Adam Talucci, Roderick Hall, Fred Vaigneur, John Cincotta, Abraham Daif, Antonio Gonzales, (second row) Casey Taylor (instructor), Robert Darley, William Soto Jr., Chris Cobb, Darin Eastridge, Scott Hobbs, Maris Seperis, Timothy Vota, (third row) Robert Grove, André Frazier, Mark Weaver, Kenneth Frederick, Kenneth Boone, Alan Day, Timothy Duggan, Chris Perrine and Joseph Gustafson.



Upgraders Lifeboat—The April 5 graduates of the upgraders lifeboat course are (from left, kneeling) Ben Cusic (instructor), Roderick Hall, Thomas McCurdy, Andrew Green Jr., Maris Seperis, (second row) Richard Oliva, Michael Nelson, Edyson Chaniago, Kanoi Sialana, Robert Darley, (third row) Jesse James, Mark Weaver, Joseph Gustafson and André Frazier.



Upgraders Lifeboat—With instructor Jake Karaczynski (right) are March 8 upgrading graduates of the lifeboat class (from left, first row) Dawn Coutermash, Fadel Abdulla, Tony Brooks, William McGee, Morris Jeff, (second row) Demont Edwards, Robert Papale, Larry Anderson and Justo Lacayo.



QMED—Upgrading members of the engine department completing the QMED course on March 16 are (from left, kneeling) Steven Cunningham, Daniel Boutin, Rashawn Richardson, Sean Hall, (second row) Michael Nelson, Allan Rogers II, Gregory Shepard, Nathaniel Gaten, James Ham, (third row) Anthony Yates, Owen Richards, Tyler Harden, Kevin Maskell, Calvin Lawson and Jeff Stuart. Not pictured are Gary Morrison and Christopher Snow.

The Ones That Didn't Get Away



Some of the crewmembers from the *USNS Bellatrix* have discovered a hobby that puts food on the table. During their free time, Chief Steward Robert Wilcox, AB Joe Sauzek and OS William May recently enjoyed a successful fishing venture. Top photo: It took both Sauzek (left) and Wilcox to land this massive fish. Bottom: May (left) and Wilcox, who sent these photos to the *LOG*, report that this catch "was absolutely delicious."



LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between June and October 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	July 15	August 26
	September 9	October 21

All students must take the Oil Spill Prevention and Containment class.

Bridge Management (Shiphandling)	July 29	August 12
	October 21	November 4
Radar Certification	June 17	June 24
	July 22	July 29
	August 19	August 26
	September 16	September 23
Celestial Navigation	July 1	August 12
	September 9	October 21
Limited License, Part 1	June 20	July 1
	September 26	October 7
Limited License, Part 2	July 5	July 15
	October 10	October 21
Limited License, Part 3	July 18	July 29
	October 24	November 4

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and (Containment)	June 17	June 24
	July 1	July 8
	August 26	September 2
	October 21	October 28
Lifeboatman	June 17	July 1
	July 15	July 29
	August 12	August 26
	August 26	September 9
	September 9	September 23
Basic/Advanced Fire Fighting	July 8	July 22
	September 16	September 30
Sealift Operations & Maintenance	July 11	August 5
	September 5	September 30

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 3	November 7
Steward Recertification	July 5	August 8

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
All students must take the Oil Spill Prevention and Containment class.		
QMED - Any Rating	August 1	October 21
Fireman/Watertender and Oiler	September 12	October 21
Diesel Engine Technology	June 27	July 22
Refrigeration Maint. & Operations	August 1	September 9
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	June 20	July 15
	October 3	November 28
Marine Electrical Maintenance	July 5	August 26
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	June 27	June 30
	July 11	July 15
	August 22	August 26
	September 5	September 9

General Education College Courses

Session III	September 12	November 4
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UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)
 Address _____
(Street)
 Telephone _____
(City) (State) (Zip Code)
(Area Code) Date of Birth (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 5

May 1994

SEAFARERS
 Have you planned your summer vacation yet? The Lundeberg School can provide you and your family with all the ingredients for an exciting vacation. For details and rates, see page 16.



Captain Augie Werdberg (left) and Second Mate Jim Stafford stand before *Sugar Island's* rescue boat after lowering it off the ship to perform routine repairs.



Crewmembers repair rescue boat after a winter layup in the shipyard.



Oiler Bill Quick and Captain Augie Werdberg return the rescue boat back in place once the repairs were completed.



SA Barbara Lindsay comes ashore while the *Sugar Island* takes on fuel in Norfolk, Va.

Spring Thaw Brings New Season For SIU-Crewed NATCO Dredges

With warmer weather returning to the eastern half of the United States, SIU members aboard North American Trailing Company (NATCO) dredges are back at work on the Great Lakes, Atlantic Ocean and Gulf of Mexico.

Because of ice and rough water conditions, most dredging operations occur between March and October, with some vessels retreating to the shipyard for repairs during the winter months.

Norfolk, Va. Port Agent Mike Paladino met with Seafarers aboard the NATCO hopper dredge, *Sugar Island*, when it recently docked at the Virginia port to take on fuel. (All NATCO dredges are "hoppers" which are dredges that can bring in the material that has been removed to store until it can be removed or used to fill in another area.)

Recently out of the shipyard from its winter layup, the *Sugar Island* was preparing to begin a dredging operation to clear the Chesapeake Bay shipping channel to make sure the draft was at least 51-feet deep. Another NATCO dredge, the SIU-crewed *Dodge Island*, was assisting in the operation.

Getting much of their work from the Army Corps of Engineers, the dredges perform channel maintenance and widening operations. By removing rock, sand or mud from the bottom of the ocean, lake or inland waterway the vessels deepen shipping channels.

"The dredges perform many various types of operations. They may be asked to come in

with sand to fill in a beach area that has been eroded or clear the way into port for a vessel with a deep draft. The crewmembers are skilled for all the different jobs done by the dredges," Paladino told a reporter for the *Seafarers LOG*.

The port agent noted that the crew aboard the *Sugar Island* has a very good relationship and relate well to one another. "Everyone works together to get the job done. If something breaks, they all stick together until it is repaired," he said.

Paladino noted that the crews were all very happy with the new three-year contract between NATCO and the union.

When the vessels begin a new dredging project, the area is marked and surveyed. The depth is measured and surveyed by a computer on board the dredge. Depending on the operation at hand, different markers are used to mark off the area to be worked.

"If they are dredging an area that is bordered by land, land markers can be used. If the dredge is operating in the middle of a body of water, a buoy is used. Sometimes lights are used to mark an area around a bridge. It all depends on what is being dredged," noted Paladino.

When the dredge sails to a new area to perform another operation, it may be necessary to change to a drill or pump depending upon what the dredging operation may be. "Removing rock calls for a drill while mud or sand need to be dredged using a pump," the port agent said.



Relaxing in the crew lounge at the end of his shift is AB Louis Green.



Gathering for a union meeting in the crew lounge are, from left, Oiler Bill Quick, ABs Ed Broadus and Omar Muhammad and Steward/Baker David Struckland.



Signing the patrolman's report is Second Mate Jim Stafford.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating

Christy Dee Hughes. Missing from Baltimore, Md. since October 17, 1993, the 17-year-old is considered an endangered runaway. She is believed to be in the company of an adult male.



Christy Dee Hughes

At the time of her disappearance, the blonde-haired, hazel-eyed girl was 5'4" tall and weighed 108 pounds. She has a 2-inch scar on her thigh. Anyone having information on the whereabouts of Christy Dee Hughes should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Baltimore County Police Department at (410) 887-5329.