



The

Volume 59 Number 5 May 1997

# Seafarers Log

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

## Upholding the Finest Tradition of Seamanship

ABs Derrial Moore (holding line) and Butch Morris pull a fisherman to safety on the *Gulf Star*, off the coast of Guadeloupe. The fisherman, whose boat sank, had been in the water nearly an hour.



Undeterred by 30-foot seas and 50-knot winds, the crew of the *Sea Wolf* brings six people to safety from a disabled sailboat about 280 miles south-east of Cape Hatteras, N.C.

SEAFARERS aboard two vessels successfully executed a pair of recent rescues at sea, including one described by the U.S. Coast Guard as "nearly impossible" because of severe weather conditions. The SIU-crewed *Sea Wolf* and *Gulf Star* saved a total of seven people.

Page 8

**IRS Gives Formal  
Approval to Seafarers  
Money Purchase  
Pension Plan**

Page 7

**Jones Act Draws Additional Support  
House Members Introduce Resolution  
To Preserve Freight Cabotage Law;  
DOT Study Reveals Offshore Domestic  
Trade Is Vibrant and Competitive**

Page 3

# President's Report

## Signs of Resurgence

Away from the spotlight, away from the popular fads of the day, something significant is taking place.



Michael Sacco

Across the country, in many different campaigns, working men and women are struggling for their right to hold good and safe jobs with decent wages and benefits. Individually, these efforts may not attract much attention. Yet, when you look at the big picture, you can see these battles are creating a resurgence in the labor movement.

Last month, a rally took place in California that dramatized these struggles. With the backing of the AFL-CIO, the United Farm Workers and their supporters marched through the agricultural town of Watsonville—in the heart of the state's strawberry-growing region—to seek a pay raise and dignity for the men and women who stoop in the fields to pick the berries. Reports estimated the size of the crowd at 30,000.

I was proud to represent the SIU at the rally and march with fellow Seafarers and their families in support of these workers and their fight for dignity. Some of the others who participated in the April 13 event came from as far away as Florida, New York and Texas.

We were there because the plight of the strawberry pickers reveals a classic battle of

the "haves" versus the "have-nots." While major agricultural giants reap the financial harvest from the fruit, the men and women in the field average a mere \$8,000 annually for their back-breaking labor. Think about that figure, \$8,000—it is more than \$2,000 below what a person earning the minimum wage would make in a year.

But salary is not the only issue in this fight. Farm workers also want dignity on the job. They want to have clean drinking water available in the fields. They want to have toilet facilities available in the fields. And the women want to be able to work without being sexually harassed by the foremen.

These simple things that many of us take for granted are still being sought by workers on American soil.

The march for the strawberry pickers showed how people with similar interests must stand together to protect themselves and their own. Workers who are seeking a better way of life must know they are not alone in the struggle. No matter the type of work performed by a union member, he or she knows that an injury to one is an injury to all. That is a basic premise of trade unionism, which is why so many marched that Sunday in support of the strawberry pickers.

That also is why more working men and women are looking toward unions to help them succeed in their struggle for a better life. And to every extent possible, the SIU will be there with these workers to help them reach their goal.

## Farm Workers' Rally Draws 30,000 Activists

### Seafarers, Others Seek Improved Wages, Working Conditions for Strawberry Pickers



SIU President Michael Sacco (center) marches with other trade unionists through the streets of Watsonville in support of California's 20,000 strawberry workers.

The time-honored principle of unity among workers was evident last month when SIU President Michael Sacco and more than 60 Seafarers and their families joined 30,000 other trade unionists, community activists and religious leaders in a rally to demand better pay and working conditions for California's 20,000 strawberry pickers. The march took place in Watsonville, the center of California's strawberry country.

The April 13 event, sponsored by the United Farm Workers Union in conjunction with the AFL-CIO and the Teamsters, brought together workers from 38 states to call nationwide attention to the plight of the strawberry workers. Delegations from 26 unions, 25 central labor councils and 18 state labor federations marched in the 2.5-mile procession through the small agricultural town.

"The Watsonville march reminded me that the support of fellow workers provides strength and sustenance in times of struggle, and that is what trade unionism is all about," stated Sacco. "It means that no matter what part of the world we live in, when a worker has to deal with injustice or violation of rights, he or she does not have to do it alone.

"The SIU will continue to work with all of organized labor to ensure the fair treatment of strawberry workers—people whose interest simply is making a decent living for themselves and their families," Sacco added.

Strawberry pickers are among some of the hardest-working but lowest-paid workers in America. Many of the California workers face horrible conditions on the job: sexual harassment in the fields, inadequate bathrooms (if such facilities are available), no

clean drinking water during 10- to 12-hour work days, no health insurance and no job security. For this, they earn an average of about \$8,000 a year.

In some of the fields, child labor laws are not enforced, creating a scene many mistakenly believe no longer occurs in this country.

The push to represent the strawberry workers is the Farm Workers biggest organizing drive in 20 years. Part of the union's campaign focuses on a nationwide effort aimed at grocery stores to seek an increase of 5 cents in the price of a pint of strawberries. If the price increase succeeds, strawberry workers' wages would improve as much as 50 percent.

Since last summer, delegations of labor, community or religious leaders have aided this cause by visiting stores throughout the country and asking managers to take a stand on behalf of the berry workers.

Following the march, several Seafarers talked about what the event meant to them.

"I don't think it is fair what these men and women must go through just to put food on the table for their families," Greg Blasquez said.

"It is hard work they are doing and they should be treated fairly. That means strawberry workers should be permitted to join a union that gives them medical benefits and will help them fight for better pay and working condi-

togetherness and unity felt at the march. It brought out the best traits of trade unionism: solidarity and strength in numbers. Strawberry workers need to be able to support their families just like the rest of us do."

"Strawberry workers need our support just as the SIU needed the support of others in our earliest days as a union," recalled Mohamed Abdullah, an electrician who joined the SIU in 1969.

Willie Alapaua added, "Strawberry workers deserve fair treatment for an honest day's work. I was very impressed by the number of other union members who participated.

"I even brought my children and was happy that they had the chance to march for something as important as union representation," said the deck department member who joined the union in 1989.

tions," stated the engine department member who joined the SIU in 1969.

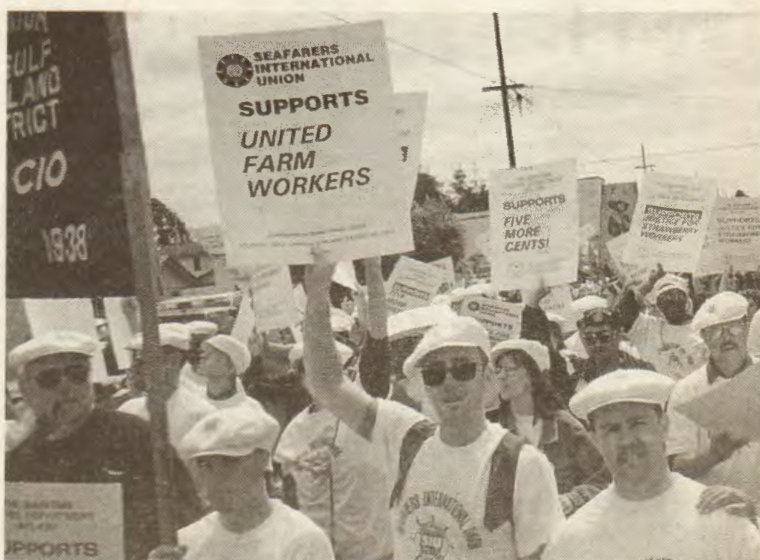
Chief Steward Louella Sproul thought the display of union solidarity was impressive.

"This march and rally brought together the largest number of union supporters I have ever seen. I thought it was really great. Strawberry workers deserve to be able to support their families and I think the march sent a strong message," said Sproul who joined the Marine Cooks and Stewards in the port of San Francisco in 1973, before that union merged with the SIU's AGLIWD.

Larry Harris, a QMED who has been an SIU member for 20 years, stated, "There was a lot of



Holding signs calling for "Justice for Strawberry Workers," SIU members marched 2.5 miles through the heart of California's strawberry country.



More than 60 Seafarers and their families joined 30,000 supporters in a march to demand better wages and working conditions as well as health care for California's strawberry workers.

Volume 59, Number 5

May 1997

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



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

Copyright © 1997 Seafarers International Union, AGLIWD All Rights Reserved.

# Cabotage Law Receives Bipartisan Support

## Resolution Introduced in House Calls for Protection of Jones Act

Members of the House of Representatives from both political parties last month introduced a resolution urging Congress to support the Jones Act, the nation's freight cabotage law.

In presenting House Concurrent Resolution 65 (HCR 65) to the House on April 23, Representatives Joseph Moakley (D-Mass.) and Gerald Solomon (R-N.Y.) were joined by 14 colleagues from both sides of the aisle.

(The Jones Act, a section of the Merchant Marine Act of 1920, states cargo moved from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels. Under the rules of Congress, a concurrent resolution is used to deliver a

formal statement or opinion of the legislators. It requires passage by both the House and Senate.)

In his statement to the House on why he is offering HCR 65, Moakley pointed out the many ways the Jones Act benefits the nation and its citizens.

"The U.S. domestic Jones Act fleet plays a critical role in safeguarding U.S. economic and military security by ensuring U.S. control of essential transportation assets and our maritime infrastructure," stated the Massachusetts Democrat, who is the ranking minority member of the House Rules Committee. (The Rules Committee determines which bills and resolutions will be considered by the full House of Representatives.)

While noting the Jones Act directly provides jobs for more than 120,000 Americans, the representative added that the law also provides valuable tax dollars to federal, state and local treasuries.

"The construction and operation of the privately owned U.S.-flag domestic fleet generates approximately \$300 million annually in corporate tax revenues for the federal treasury and another \$55 million annually in state tax revenues. Americans working aboard U.S.-flag domestic vessels and in related domestic industries pay approximately \$1.1 billion annually in federal income taxes and another \$272 million in state income taxes.

"These revenues would be lost to our federal and state governments if foreign vessels and foreign crews are allowed to enter America's domestic trades," said Moakley, who has been a strong supporter of the U.S.-flag merchant fleet.

Adding to his colleague's comments, Solomon stated, "This resolution spells out loud and clear that Congress will not allow the Jones Act to be weakened. It says we will not allow substandard foreign-flag vessels—and their foreign crewmembers who are paid less than minimum wage—to push the U.S.-flag fleet out of its market.

"This resolution says we are not going to hand over an entire American industry to foreign operations. We will not allow that

to happen," added Solomon, the chairman of the House Rules Committee and also a longtime supporter of the U.S.-flag maritime industry.

"This resolution promotes fairness to American businesses and American men and women. It promotes our commitment to a strong national defense with no cost to the taxpayer. It promotes a safe and reliable national transportation system. And it promotes a vital sector of our economy," noted the New York Republican.

Speaking on Capitol Hill to the Washington, D.C. Propeller Club the day before the resolution was introduced, Rep. Bob Clement (D-Tenn.) announced he "was happy to be one of the original cosponsors of Congressman Moakley's resolution." Clement serves as the ranking Democrat on the House Coast Guard and Maritime Transportation Subcommittee. Like Moakley and Solomon, the Tennessee Democrat has fought to maintain the Jones Act in previous sessions of Congress.

Others who have signed on as HCR 65 cosponsors include Reps. Neil Abercrombie (D-Hawaii), David Obey (D-Wis.), John Murtha (D-Pa.), James McGovern (D-Mass.), Jane Harman (D-Calif.), Nick Rahall (D-W.V.), James Oberstar (D-Minn.), Randy "Duke" Cunningham (R-Calif.), Ronald Dellums (D-Calif.), Don Young (R-Alaska), Bob Livingston (R-La.), Robert Borski (D-Pa.) and Duncan Hunter (R-Calif.).



Rep. Bob Clement (D-Tenn.) (left) discusses the U.S.-flag shipping industry with Federal Maritime Commissioner Joe Scroggins following Clement's remarks in favor of the Jones Act last month in Washington, D.C.

## DOT Report Finds Offshore Domestic Trade Competitive Study Also Reveals Rates Being Charged Are Not Keeping Up with Inflation

A new report issued by the U.S. Department of Transportation (DOT) shows the Jones Act trade to Hawaii, Alaska, Puerto Rico and Guam to be viable and competitive, with the rates charged to shippers not even keeping up with inflation.

Entitled "Competition in the Non-contiguous Domestic Maritime Trades," the study was mandated by Congress when it passed the Interstate Commerce Commission Termination Act of 1995. DOT released the report to Senators John McCain (R-Ariz.), chairman of the Senate Commerce, Science and Transportation Committee, and Ernest Hollings (D-S.C.), the committee's ranking Democrat, as well as Representatives Bud Schuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee, and James Oberstar (D-Minn.), that committee's ranking Democrat.

To acquire the material needed for the report, DOT solicited comments from governments, companies, citizens and others that are affected by maritime trade between the continental U.S. and Hawaii, Alaska, Puerto Rico and Guam. DOT staff also met with representatives of the maritime industry and political officials to gain their insights and views.

The study found, "In all four trades, entry by new carriers is feasible and has occurred. Changing market conditions may thus attract new carriers and compel incumbent carriers to compete aggressively and to operate efficiently."

To back up this statement, the DOT researchers looked at the number of companies that have entered the Jones Act market for each of the four areas since 1980. In all four cases, numerous companies have entered and exited the individual markets. The researchers

determined that such turnover was spurred by economic conditions in each location. They noted easy access to, and availability of, port facilities played a role as to what companies competed in each market.

Also in the area of competition, the study showed that all four markets import far more than they export back to the mainland, thus affecting which companies enter and stay within the markets.

Regarding how much it costs shippers to transport their goods in the noncontiguous Jones Act trades, the report stated, "It appears that in each of the major domestic offshore trades average freight revenue per container has risen less rapidly than has the general rate of inflation over the last several years. In fact, it appears that average freight revenue per container has declined in each of the trades once inflation is taken into account."

The study went on to note that freight rates between companies serving the same market may differ greatly because of such factors as a significant traffic imbalance in the trade; the need for special services such as non-standard containers, refrigerated boxes or special port facilities; the difference in peak and off-peak service; the type of vessel required (container-ship, barge, roll-on/roll-off, etc.) among others.

The researchers pointed out that the cost of transporting goods to the four markets "represents a relatively small share of the product's final price; accordingly, a major change in an ocean freight rate may have a small effect on the final price of a product." They added the rates paid by shippers for moving cargo "is only one component of the price the consumer ultimately pays for a product."

Among its other findings, the DOT report said, "There is no clear evidence that U.S.-flag carriers are using 'excess profits' generated in domestic markets to subsidize their foreign shipping operations." Such a charge has been used by opponents of the Jones Act.

## Tyco Buys AT&T's Cable Ships

The SIU last month met with representatives of the company that purchased the five Transoceanic Cable Ships "to determine the status of existing contracts and jobs," stated SIU Vice President Contracts Augie Tellez.

"We are working closely with Tyco International (the buyer) to ensure that the five cable ships remain under SIU contract," Tellez added. "At this point, all indications are that we will be successful in protecting the jobs and job security of the membership."

Tyco, a manufacturer of industrial and commercial products, bought AT&T's Submarine Systems Inc. (SSI, which includes the cable ships) for \$850 million. In a statement announcing the sale, Tyco described the business as "the leader in the design, development, manufacture, installation, supply and maintenance of undersea fiber optic telecom-

munications cable systems. Tyco anticipates that SSI's 1997 revenues will be approximately \$1 billion."

The company expressed further confidence in the demand for the cable-laying and repair work done by the five SIU-crewed vessels (the *Global Link*, *Global Mariner*, *Global Sentinel*, *Long Lines* and *Charles L. Brown*).

"Driven by the exponential expansion of the internet and a rapid increase in international phone, fax and data traffic, the demand for undersea telecommunications circuits is rapidly outstripping current capacity. . . . As an indication of growing demand, SSI recently secured two major contracts totaling approximately 25,000 kilometers of undersea telecommunications cable to be installed by the end of 1998, significantly increasing SSI's total backlog."

### How the Jones Act Benefits America

House Concurrent Resolution 65 (HCR 65) calling on Congress to preserve the Jones Act was introduced to the House of Representatives on April 23. The legislation, supported by Republicans and Democrats, outlined many ways the freight cabotage law serves America and its citizens. It has been sent to the House National Security Committee for consideration.

The following are excerpts from HCR 65.

. . . The United States-flag domestic merchant fleet has more than twice the number of large vessels than in 1965 and productivity of the fleet over the past 30 years has more than tripled the fleet's ability to serve American shippers and consumers;

. . . The Jones Act and related statutes are necessary to prevent America's domestic economy from being dominated and controlled by foreign shipping interests which today operate in international commerce outside the scope of United States government laws and regulations, including tax obligations, that apply to all types of United States-flag vessels and their crews, to the entire domestic transportation infrastructure, and to all other industries located in the United States;

. . . The Jones Act and related statutes, along with comparable requirements applicable to America's aviation, rail and trucking industries, play a vital role in ensuring that America's shippers and consumers continue to have a reliable, efficient and competitively balanced domestic transportation system that uses equipment built to American standards and operated by trained American-citizen workers;

. . . The Jones Act and related statutes and the construction and operation of the privately owned United States-flag domestic fleet contribute significantly to the national economy, generating approximately \$300 million annually in corporate tax revenues for the federal treasury, and another \$55 million in state tax revenues, all of which would be lost if foreign vessels and foreign crews are allowed to enter America's domestic trades;

. . . Americans working aboard United States-flag domestic vessels and in related domestic industries pay \$1.1 billion annually in federal income taxes and another \$272 million in state income taxes, revenue which will be lost if foreign vessels and foreign crews are allowed to enter America's domestic trades;

. . . The domestic maritime industry provides a significant source of employment to maintain a cadre of well-trained, loyal American-citizen merchant mariners ready and able to respond, as always, to our nation's call in time of war or other emergency.

# Hall Center's AB Track Approved by Coast Guard

## 1-Year Path to Obtain AB Endorsement

Students in the Paul Hall Center's unlicensed apprentice program who aspire to sail as ABs have a clearer path to the endorsement, following a ruling last month by the U.S. Coast Guard.

The agency on April 14 approved the center's recently revised deck department curriculum for entry-level mariners, including seetime that will be credited to students completing various stages of the program.

"This will allow a person in the unlicensed apprentice program to become a very thoroughly trained AB in approximately one year, or just slightly more than a year," explained J.C. Wiegman, assistant director of vocational education at the center's Lundeberg School of Seamanship, located in Piney Point, Md.

Mariners must have 360 days' seetime in order to secure an AB endorsement. For students in the unlicensed apprentice program, the route to that rating may include the following:

1. Completion of the 12-week initial training phase, for which students receive credit for 90 days' seetime.

2. Completion of the (minimum) 90-day shipboard training and assessment phase. Students will receive credit for 90 days' seetime in the deck department.

3. Completion of department-specific training at the center, including the tankerman assistant DL course. This is the conclusion of the entry-level training, and students will receive credit for 30 days' seetime.

4. Completion of 120 days sailing as an OS.

5. Completion of the center's AB course, for which students will receive credit for 30 days' seetime.

"Under the old system, an OS who sailed for 120 days still needed another OS job to get the seetime for an AB endorsement," noted Wiegman. "The new system gives us a faster track for ABs, but it also is designed to produce a more thoroughly trained AB."

Earlier this year, the Paul Hall Center enhanced and expanded its curriculum for all entry-level mariners. School officials pointed out that many of the revisions were made so that students within the new unlicensed apprentice program may comply with amendments to an international maritime treaty governing the methods used to train and certify merchant mariners. Parts of that agreement, the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), took effect February 1, and other segments will be phased in during the next few years.

More than 100 nations are signatory to STCW. Among the pact's many requirements is practical demonstration of shipboard skills for certification.

The new program consists of three segments: a 12-week initial training phase, a (minimum) 90-day shipboard training and assessment phase, followed by department-specific training at the center designed to prepare students to sail as either ordinary seamen, wipers or steward assistants. (A student will choose one department after the shipboard training and assessment.)

### Meeting With Crewmembers in Oakland, Calif.



Seafarers aboard the *Sea-Land Challenger*, *Sea-Land Trader* and Matson's *Manulani* as well as other local SIU members recently had the opportunity to discuss the latest union news and industry current events with SIU President Michael Sacco, who boarded the vessels in Oakland, Calif. on April 15. Topics covered during the meetings included the need to preserve the Jones Act, the Paul Hall Center's upcoming issuance of training record books to all Seafarers, the sale of American President Lines, and the general state of the U.S.-flag merchant marine.

Pictured above with Sacco aboard the *Sea-Land Challenger* are AB S. Centino, OMU S. Biles, Chief Cook L. Sproul, QMED Lawrence Holbert, Bosun Amadd Abaniel, Chief Cook J. Blasquez, Chief Cook John Stein, Bosun John Schoenstein, AB Bob Smith, QMED Tom Harris, AB P. Elrick, AB Vincent Flores, AB Kwan Siu, AB D. Aurore, QMED M. Abdula, OMU R. Gaytan, DEU Nassar Shaibi, SIU Vice President West Coast George McCartney and SIU Port Agent Nick Celona.

Meeting aboard the *Sea-Land Trader* (below, left) are (from left) QMED Richard Risbeck, Chief Cook John Gehring, Bosun John Schoenstein, Chief Steward K. Dougherty, AB Keith Williams, Sacco, Messman Milagros Clark and McCartney. Kneeling is Celona.

Pictured aboard the *Manulani* (below, right) are (from left) Chief Cook Joseph Laureta, Matson Vessel Operations Manager Jim Mann, Chief Steward Gerald Figg, Assistant Cook Jamie Racpan, Sacco and McCartney.



## Training Record Books Printed; Issuance System Being Finalized

The Paul Hall Center for Maritime Training and Education is finalizing the procedure for issuing its U.S. Coast Guard-accepted training record books (TRB) to all deep sea, Great Lakes and inland Seafarers.

Printed in late April, the books will be distributed by the Paul Hall Center's admissions office in the very near future. The cover notes that the document is "United States Coast Guard Accepted" as well as compliant with the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

The center developed the book to help Seafarers comply with existing and impending regulations requiring proof of mariners' training and qualifications. The TRB, which includes tables for documenting training records as well as demonstration of job-related competencies, also will help standardize proof of credentials for port-state control under both STCW and the International Safety Management Code (ISM).

As reported in previous issues of the *Seafarers LOG*, a date has not been established by which time SIU members must carry a TRB in order to sign on a ship. However, the school hopes to equip every Seafarer who sails deep sea, inland or Great Lakes

with a TRB by the end of the year, and members are urged to apply for the books as soon as possible. (Seafarers may use the application on this page.)

The TRBs will be prepared at the Paul Hall Center and will contain personal identification as well as list all relevant training, drills and exercises completed by individual Seafarers during their entire maritime careers. The book will be the member's personal property and will be carried by a Seafarer to his or her respective ship, where it will be held by the ship's captain until the member signs off. The SIU is providing these books so members will not have to carry individual documents and certificates when they report to their vessels.

Original TRBs will be issued at no charge to members, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. (There will be a \$25 charge for replacement books if lost.) TRBs will be distributed via SIU halls and the Paul Hall Center, to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the booklet.

Initially, the TRBs will be distributed to those members sailing in international waters. After that, distribution will be done alphabetically.

### Training Record Book Application

Name \_\_\_\_\_  
Last First Middle

Date of Birth \_\_\_\_\_ SSN \_\_\_\_\_

Home Phone Number \_\_\_\_\_

Address \_\_\_\_\_  
Street

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Height (inches) \_\_\_\_\_ Weight \_\_\_\_\_ Hair Color \_\_\_\_\_ Eye Color \_\_\_\_\_

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

Have you ever attended any SHLSS Upgrading Courses?  Yes  No

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

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

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

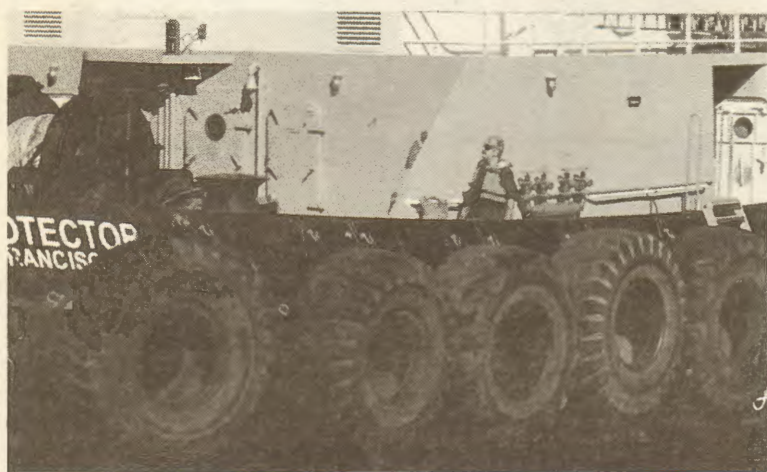
Signature: \_\_\_\_\_ Date \_\_\_\_\_

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

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



A new Crowley tractor tug, the *Protector*, pushes the bow of the *Sea-Land Discovery* toward the dock in the port of Long Beach, Calif.



AB George Cox observes docking operations aboard the *Protector*.

### Sea-Land Innovator Wins Safety Awards



Crewmembers aboard the *Sea-Land Innovator* celebrate their winning of the "Best in Fleet Gold Cup" for 1996. The ship received recognition by Sea-Land for outstanding safety practices, including operating accident-free for one year.

Seafarers aboard the *Sea-Land Innovator* recently were recognized by the company for their commitment to safety as the containership garnered three awards for secure operation during 1996.

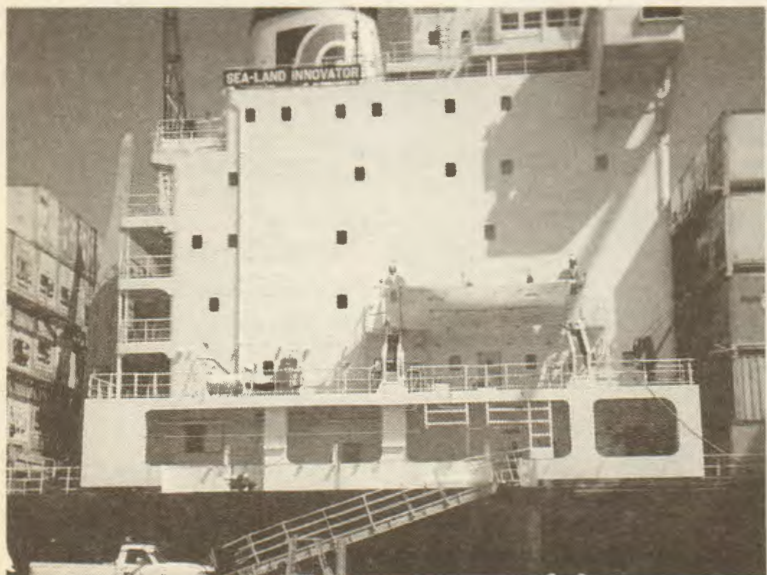
Crewmembers won Sea-Land's "Best in Fleet Gold Cup" as well as a "Safety Leadership Award" and a separate commendation for operating accident-free for one full year. Although the trophy will remain aboard the vessel, individual mariners received jackets and coffee mugs noting the awards.

"I think the Gold Cup award is a big deal because it shows how serious we are about safety," stated Recertified Bosun Robert Pagan Jr., who sailed on the *Innovator* last year. "We always address safety in our weekly

union meetings, and the captain has a separate safety meeting once per trip. We also do a lifeboat drill every week."

Pagan added that in the meetings, crewmembers discuss such things as "how to avoid unsafe procedures, use protective gear and identify potential hazards, such as loose grating."

In a letter notifying 1996 *Innovator* crewmembers of the Gold Cup award, Captain Gary E. Fleeger wrote, "I want to emphasize that achievements at the level we have reached in the past year are not the results of only the captains' efforts. Everyone who worked and lived aboard the *Sea-Land Innovator* during the past year contributed to our success.... You deserve to be recognized."



The SIU-crewed *Sea-Land Innovator* sails between the U.S. West Coast and the Far East.

## New Crowley Tractor Tugs Begin West Coast Port Service

Seafarers are now sailing aboard the second of two new tractor tugs to join the Crowley Marine Services fleet in Southern California this year.

Following its April 7 christening, the tug *Guard* began operations in the port of Long Beach. Its sister tug, the *Protector*, started harbor work in that region in mid-January.

Known as "Protector-class enhanced tractor tugs," the *Guard* and *Protector* are 120 feet long and 41 feet wide. The tugs are designed primarily as large ship escort and docking vessels.

The *Guard* and *Protector* are capable of escorting vessels at speeds in excess of 10 knots. Both Crowley tugs currently are providing high-speed escort services to laden tankers as well as performing ship handling and other harbor work in the Long Beach and Los Angeles harbors.

"The new Crowley tractor tugs are very state-of-the-art," noted Melvin DiBiasi, an AB who has sailed on both the *Guard* and the *Protector*.

"Because of their unique design, the tugs move well in any direction. They can go side-to-side and turn in complete circles while sitting in the same place. The versatility and maneuverability of the *Guard* and *Protector* make them ideal to move the giant tankers that come into Long Beach and Los Angeles," stated the 1971 graduate of the Lundeborg School.

Vessel electronics on the *Guard* and *Protector* include a computer-based communications system with E-mail and a



Waving from the pilot house aboard the *Protector* is Mate Rick Cavalier.

collision avoidance system (which combines plotting radars, a differential global positioning system and area chart overlay). Both vessels also have direct telephone and fax lines.

Other features of the tractor tugs include a unique fendering style that surrounds the entire perimeter of the hull and protects the vessels during ship-docking operations. Each tugboat is equipped with a special firefighting system which includes two pumps, two water and foam monitors, and a complete vessel spray system.

Additionally, the *Guard* and *Protector* have 5,500 horsepower engines and feature an underwater propulsion system that provides improved steering, control and overall stability

—even when the vessel is running at high speeds.

According to Crowley, the *Guard* and *Protector* were designed to meet the latest laws and regulations affecting the industry.

During the December 11 christening of the *Protector*, Tom Crowley Jr., chairman, CEO and president of Crowley Maritime Corp., proclaimed, "For the past 97 years we've [Crowley] been doing the same thing, using larger and larger tugs to assist larger and larger ships. What we are christening here today is a giant leap forward in tug technology."

Both tugs were built for Crowley by Nichols Brothers Boat Builders, Inc. in Freeland, Wash.

## NOL Announces Plan to Purchase APL Oakland-Based Carrier Plans to Maintain U.S.-Flag Fleet

Singapore-based Neptune Orient Lines (NOL) announced last month its intention to acquire SIU-contracted American President Lines (APL).

The boards of directors for both companies have approved the acquisition. However, support also must be gained from APL's stockholders and the U.S. Maritime Administration (MarAd). The companies stated they expect to close the merger by fall of 1997.

In announcing the purchase of APL by NOL, the companies stated APL still plans to enroll its fleet of nine U.S.-flag vessels into the Maritime Security Program in 1998. Thus, the takeover must meet the requirements outlined in the agreement signed by APL in January with MarAd to become part of the program.

(The Maritime Security Program is a 10-year, \$1 billion program to help fund militarily useful U.S.-flag vessels. Companies whose vessels become part of the program agree to make their ships, as well as their shore-based infrastructure, available to the U.S. armed forces in times of war or national emergency.)

"This merger in no way lessens APL's commitment to the U.S. flag and American seafaring labor as part of our commitment to the Maritime Security Program," stated Timothy J. Rhein, president and chief executive officer of APL. "Consistent with U.S. maritime policy, we fully expect to ensure the continued availability of U.S.-flagged and crewed ships as well as all the network resources of APL for participation in [this] program."

Under the details of the takeover, APL would retain its identity and continue operations from its Oakland, Calif. headquarters. It would serve as NOL's subsidiary in the United States.

Upon hearing news of the merger, the SIU issued a statement saying the union was looking forward to

learning more about the sale and working with the new company that would be created if and when MarAd approves the purchase.

SIU members crew the steward department aboard APL's U.S.-flag vessels. SIUNA-affiliated unions—the Sailors' Union of the Pacific and the Marine Firemen's Union—provide crews for the unlicensed deck and engine departments, respectively, on APL's U.S.-flag ships, which operate from the West Coast to ports along the Asian-Pacific rim.

NOL is a major carrier in the Europe-Far East market and Far East-U.S. trade via the Atlantic Ocean.



The SIU-crewed *President Jackson* would remain under the U.S.-flag under the details of the proposed takeover of APL by Singapore-based NOL.

# Changing Times Require Training at Hall Center, Say Recertified Bosuns

## Upgrading, Job Security Go Hand-in-Hand, Grads Observe

Among them, the 10 Seafarers who graduated last month from the Paul Hall Center's bosun recertification program have upgraded at the school more than 50 times.

As members who have earned the union's top rating for unlicensed mariners sailing in the deck department, they spoke from experience at last month's membership meeting in Piney Point, Md. when they encouraged fellow Seafarers to take advantage of the comprehensive training available at the center's Lundeberg School of Seamanship.

**Mickey Noble, Brian Fountain, Richard Wilson, Ronald Mena, James Foley, Daniel Laitinen, Jr., Monte Grimes, Woodrow Shelton, Juan Castillo and Robert Pagan, Jr.** each emphasized that the courses taught at the Paul Hall Center are vital to enhancing career advancement for SIU members.

"Upgrading helps you do a better job aboard ship and also helps you keep up with the many changes in our industry. Very simply, it is beneficial to Seafarers," stated Mena, who joined the union 20 years ago in Brooklyn, N.Y.

"Every time I come to this school, I learn something new, something that will be useful for me in my job and my future," noted Castillo, a 27-year Seafarer who joined the union in New Orleans. "The changes made at the school are for the benefit of all Seafarers, and the school is a big reason why I've always had a

job."

Foley, who graduated from the school's program for entry-level mariners in 1974, also noted the connection between upgrading and job security. "Training and upgrading is vital to any SIU member's survival in the industry," he said. "This is a great learning experience, a chance to meet some of our elected officials, learn new skills and get back in touch with some old skills."

Fellow Piney Point graduate Shelton, who joined the SIU in 1979, summarized the value of upgrading when he explained, "Third World, fly-by-night, flag-of-convenience operators are going to increasingly find it difficult to man their vessels, with the skills training and certification that is now required by ISM (the International Safety Management Code) and IMO (the International Maritime Organization). The school is the key to our survival, and we are leading the way."

"I commend the forefathers of the SIU and the continuing effort of our current leadership for their foresight and concept of this organization and its commitment to continuing education."

Many of the bosuns also offered specific examples of the beneficial subjects they covered in the recertification program, which includes seafaring curriculum as well as meetings with representatives of the SIU's contracts, communications, government affairs and welfare, training, vacation and pension fund departments.



Deck department members graduating last month from the recertified bosun class described upgrading at the Paul Hall Center as an essential part of advancing a Seafarer's maritime career. Pictured from left (kneeling) are Mickey Noble, Monte Grimes, Tim Foley, Juan Castillo, Daniel Laitinen, Jr., (standing) John Smith (instructor), Woodrow Shelton, Robert Pagan, Jr., Brian Fountain, Ronald Mena and Richard Wilson.

"The most important thing I learned is the amount of time and effort our union spends making sure the U.S. merchant marine is heard by senators and congressmen," recalled Wilson, who joined the union in Baltimore in 1988.

Grimes, a 1970 graduate of the Lundeberg School, said he "found the workings of the union in Washington to be interesting. I understand better the legislative process."

Similarly, Foley said the class furthered his understanding of maintaining a strong presence on Capitol Hill. He punctuated his remarks by making a voluntary contribution to the Seafarers Political Activity Donation.

For Noble, who joined the SIU in 1970 in New York, practical training on computers was a high-

light. "That was a helpful experience. Now they don't mystify me as much, and I have a better understanding of computers," he observed.

Noble added a word of praise for the instructors and staff at the school: "It really impressed me that they wanted our time to be enjoyable as well as productive."

Among last month's class of recertified bosuns, Laitinen has been a Seafarer the longest, having joined in 1969 in New Orleans. He cited sealift operations and maintenance as one of the more useful parts of the course.

"It was exciting and challenging, very informative. And the course as a whole makes us better sailors and brings us up to speed on what's going on in the SIU," he declared.

Studying and practicing communications skills helped Pagan, a 20-year member of the SIU who joined the union in Brooklyn. "I learned how to communicate with my fellow Seafarers in a more effective manner, including avoiding and resolving conflicts. It was a good experience," he explained.

Fountain, who graduated from the school in 1980, said that sealift and computer training were particularly worthwhile. He also commended the school personnel. "They are very helpful and pleasant to work with."

Directing his remarks to the trainees, Mena echoed the advice of his fellow bosuns when he said, "Observe, upgrade and continue sailing. There's a good future out there for you."



Upgraders in the recertified bosun class train in the Paul Hall Center's shiphandling simulator.



Mickey Noble (right) said that training in the computer lab at Piney Point "was a helpful experience."



Ron Mena (foreground) and Brian Fountain practice CPR, part of the bosun recertification curriculum at the Lundeberg School.

Mickey Noble used an unusual but well-received format for his remarks at last month's membership meeting in Piney Point, Md., where he joined nine other Seafarers in graduating from the Paul Hall Center's bosun recertification program.

Noble, a 27-year member of the SIU, shared the following poem, which he wrote in honor of the late SIU president for whom the training facility is named:

### In Memory of Paul Hall

*Valparaiso to Mombasa  
Novorossiysk to Sattahip  
Got my start in Piney Point  
When I thought I didn't fit*

*Originated here a trainee  
Just wanted to be free  
Time has flown, away to sea  
A lovely life it be*

*Sail away, it's sometimes easy  
And then sometimes it ain't  
But always landed right-side up  
Feeling like a saint*

*We worked and worked  
And then we played  
Sometimes suffered, oh so  
sorry  
For the one that got away*

*A bosun is connected  
To the rhythm of the sea  
It's all automatic  
Like a monkey in a tree*

*To be diplomatic  
Is half what it's about  
What ever happened to please  
on a ship  
Don't a ship disturber be*

*Traditions have been broken  
So how's to play the game  
Hoop and holler all you want  
Nothing stays the same*

*Thank you, Paul  
And thanks to All*

# IRS Approves Money Purchase Pension Plan

## Employer Contributions Continue to Be Collected As Work Begins to Receive Members' Voluntary Contributions

The Internal Revenue Service (IRS) has approved the creation of the Seafarers Money Purchase Pension Plan (SMPPP) as devised in the 1996 standard freightship and tanker agreements. This clears the way for the SMPPP Board of Trustees (which is made up of representatives from the union and Seafarers-contracted companies) to put in place the final procedures for the program.

Employer contributions from SIU-contracted companies which have agreed to take part in the SMPPP have been in place since the agreements were ratified last

summer. In fact, these employers have been making payments into an interest-bearing escrow account on behalf of Seafarers who have been working for their companies since June 16, 1996. (In order to have an account, a Seafarer must work for a company that has agreed to contribute to the SMPPP.)

However, the Board of Trustees had to wait to see if the IRS had any changes in the outline for the program before they could implement such specifics as Seafarers making voluntary contributions to their individual

accounts. Since the approval was received in a letter dated March 14, the board has been working to ensure these procedures are in place by September 1 and announced in the *Seafarers LOG* at or before that time.

As previously outlined, the Seafarers Money Purchase Pension Plan is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. The SMPPP is completely separate from a member's wage-related pension.

Under the SMPPP, a Seafarer is immediately vested from the first day money is received on behalf of employees. Unlike the Seafarers Pension Plan, there is no minimum amount of seetime needed to receive the money from an SMPPP account.

Seafarers will be able to collect the funds within their SMPPP accounts by reaching retirement age, becoming totally and permanently disabled, or leaving the industry.

A member who retires or becomes disabled may receive his or her money from the SMPPP account through a joint and sur-

vivor annuity. If the member and spouse decide against this option, they may either take the funds in a lump sum or in 10 annual installments. Should a member pass away before collecting his or her SMPPP money, the funds would go to the designated beneficiary.

Below are a series of questions and answers designed to provide a better understanding of how the Seafarers Money Purchase Pension Plan will work. As more details become available, this information will be printed in the *Seafarers LOG* and provided to all the union's port agents.

### QUESTIONS and ANSWERS Concerning the Seafarers Money Purchase Pension Plan

**Q:** How will my Seafarers Money Purchase Pension Plan be set up?

**A:** Your SMPPP will be established by contributions made in your name by a company for whom you are working that is contracted to be a participant in the plan. This is known as the employer contribution portion of your account. After this part of your plan is set up, you may decide to make additional voluntary payments to your account. These payments will be listed on your statement under a voluntary contribution portion. The amounts from both portions will be combined to reflect how much you have in your individual account.

**Q:** When did payments by the companies contributing to the Seafarers Money Purchase Pension Plan begin?

**A:** June 16, 1996.

**Q:** What has happened to my money since the program began last year?

**A:** While the SMPPP was waiting for the IRS determination, contributions made to the plan have been deposited in an interest-bearing escrow account.

**Q:** Who will be investing the money within the Seafarers Money Purchase Pension Plan?

**A:** The SMPPP Board of Trustees—which is composed of representatives from the union and Seafarers-contracted companies—has chosen expert investment managers who will be responsible for investing the money contributed into the plan.

**Q:** How secure will my SMPPP account be?

**A:** The SMPPP Board of Trustees has determined to use the same high investment standards as have been used for years by the Seafarers Pension Plan.

**Q:** Can I make a voluntary contribution to an account in my name?

**A:** Yes.

**Q:** When will I be able to make a voluntary contribution to my account?

**A:** No date has been determined because the Trustees were waiting for a favorable determination from the Internal Revenue Service to proceed with the program. The approval was received in a letter dated March 14. At this time, the Trustees are in the

process of establishing the required procedures that will enable the SMPPP to accept voluntary contributions from Seafarers. It is expected that these procedures will be in place by September 1, 1997. The specific details will be announced in a forthcoming issue of the *Seafarers LOG*.

**Q:** How may I make a voluntary contribution to my established account?

**A:** You will be advised by September 1, 1997 on how you can deposit a voluntary contribution to your SMPPP account.

**Q:** How can I find out if an account has been set up in my name?

**A:** The Board of Trustees will announce how you may do this at the same time it outlines the details for making a voluntary contribution.

**Q:** How much will I be able to contribute voluntarily to my SMPPP account?

**A:** The amount of your voluntary contribution cannot be less than 1 percent or greater than 10 percent of your compensation.

**Q:** Are my voluntary contributions before-tax dollars or after-tax dollars?

**A:** Voluntary contributions to the SMPPP are after-tax dollars.

**Q:** Do I save on my income taxes by making voluntary contributions into my SMPPP account?

**A:** No.

**Q:** Can I indicate a preference of investment for my money?

**A:** No, investment decisions will be made by the investment managers selected by the SMPPP Board of Trustees.

**Q:** Will I get a statement telling me what has transacted in my account?

**A:** Yes. An annual statement will be sent between January and March of each year to the address you have on file with the Seafarers. The first statements are scheduled to be sent in 1998. Before the statements are mailed, the *Seafarers LOG* will publish an example of what this document will look like.

**Q:** Can I make a withdrawal from my employer-contribution portion?

**A:** No.

**Q:** Can I make a withdrawal from my voluntary contribution portion?

**A:** Yes, but only once every 18 months. There is no penalty (tax or otherwise) for such a withdrawal, and the amount taken out does not have to be repaid. However, the amount of the withdrawal cannot exceed what is in the voluntary contribution portion of your overall account.

**Q:** Can I establish a voluntary contribution portion without my employer creating an SMPPP account?

**A:** No. However, once an SMPPP account is set up on your behalf by a participating employer, you may make voluntary contributions throughout the life of the account.

**Q:** When will I be eligible to collect the total amount of funds in my SMPPP account?

**A:** You may collect the money within your SMPPP account when

- you retire,
- you become disabled, or
- you leave the industry.

**Q:** What will be the earliest date I can apply to collect money due to me from my SMPPP account?

**A:** February 28, 1998.

**Q:** Do I have to be vested to collect from the SMPPP?

**A:** Unlike the Seafarers Pension Plan, there is no vesting requirement. All money deposited into your SMPPP account is immediately vested.

**Q:** Is there a minimum seetime required in order to collect under the Seafarers Money Purchase Pension Plan?

**A:** No. Once an account is started with money deposited in your name, there is no seetime requirement to collect under the SMPPP.

**Q:** When is the earliest I may begin collecting from the SMPPP?

**A:** You may qualify as early as 55 unless you become disabled before the age of 55 or withdraw completely from the industry.

**Q:** What happens if I become disabled?

**A:** You would be able to collect your money under this plan as long as you satisfy the standards for disability required by the Seafarers Pension Plan. (In order to be considered disabled, you must be declared permanently unfit for duty and receive a Social Security disability award.) Unlike the Seafarers Pension Plan, there is no minimum seetime required to receive a Seafarers Money Purchase Pension Plan disability benefit once an account has been started and money deposited in your name.

**Q:** In what form will SMPPP payments be made?

**A:** You will have a choice between a joint and survivor annuity or a lump sum payment.

**Q:** What if I choose to take the joint and survivor annuity?

**A:** The joint and survivor annuity provides money to both you and your spouse. In the event of your death, your spouse will continue to receive the annuity.

**Q:** What if I do not want the joint and survivor annuity?

**A:** If you and your spouse agree to waive the annuity, you will have the option of receiving a lump sum payment of all the money in your SMPPP account or receiving 10 (ten) annual installments.

**Q:** What if I die before all 10 installments are paid?

**A:** Any money remaining in the account will go to your designated beneficiary.

**Q:** What happens to my SMPPP account if I die before I retire?

**A:** A death benefit equal to the amount in your account will be paid to your designated beneficiary. If the designated beneficiary is not a spouse, it will be necessary for the spouse to consent to such a payment to the designated beneficiary.

**Q:** Am I going to receive a summary plan description booklet concerning the SMPPP?

**A:** Yes. All participants to the SMPPP will receive a summary plan description booklet by the end of 1997.

# Sea Wolf Executes 'Nearly Impossible' Rescue

## Seafarers Save Six from Susceptible Sailboat in Storm

In an endeavor described by the U.S. Coast Guard as "an extraordinary display of seamanship" and a "nearly impossible rescue," the SIU-crewed *Sea Wolf* last month saved six people stuck in a disabled sailboat, despite 30-foot seas and 50-knot winds.

The rescue happened April 2, approximately 280 miles southeast of Cape Hatteras, N.C., where the containership maneuvered alongside the 34-foot sloop *Allegra* and helped its passengers to safety.

The sailboat had been en route from Charleston, S.C. to its home port in Annapolis, Md. when a storm rendered it lame. The *Sea Wolf*, operated by Crowley American Transport of Jacksonville, Fla., was under way from Rio de Janeiro to Philadelphia before the Coast Guard diverted it to the rescue site.

Another merchant ship, the *Veronique*, tried unsuccessfully to rescue the boaters before the *Sea Wolf* saved them. An Air Force helicopter (and a Coast Guard cutter that would have provided in-flight refueling and a rescue platform) also went to the scene to attempt an air rescue if the ships' efforts failed.

There were no serious injuries reported by the crews of the *Sea Wolf* and sailboat.

"I commend and thank you

for your outstanding performance in the successful rescue of six people from the *Allegra*," wrote Coast Guard Vice Admiral Kent H. Williams in a communication to the *Sea Wolf* and other parties involved in the operation. "The dramatic rescue, under extremely adverse conditions, was the culmination of extraordinary efforts by all."

Williams characterized the rescue as "an amazing display of seamanship. The rapid and professional response of your crews demonstrate your outstanding preparedness and is in keeping with the highest international traditions of selfless service to distressed mariners."

Coast Guard press releases detailing the rescue similarly praised the *Sea Wolf*.

Seafarers aboard the vessel during the rescue were Bosun William Horton, ABs Edward Nelson, Richard Hitchcock III, James Flood Jr., Mark Ramsey and Burkley Cooper, QMEDs Angelo Dunklin, David King and Robert Ott, DEU Dorrell Brown, Chief Steward Alexander Banky III, Chief Cook David Brown III and GSU Porfirio Alvarez.

In a written account of the rescue, Third Mate Robert S. Adolphi observed that the severe weather conditions were difficult for the *Sea Wolf* but particularly perilous for the sloop,

which had a ripped sail and only very limited power from a generator. "The wind had picked up the previous night to a strong gale force from the northwest, and the seas crested at 25 to 30 feet. Such seas are a concern for a large ship such as the *Sea Wolf* and a literal life or death nightmare for a small sailing vessel," he wrote.

Although the *Veronique* could not launch a lifeboat for the six people in the sailboat, the ship maintained a vital lookout while the *Sea Wolf* sped to the scene. Adolphi's missive notes that the *Allegra* sent its distress signal at night when the weather "made tracking the vessel by radar nearly impossible." Moreover, radio communication from the *Allegra* had ceased, making visual contact imperative, albeit difficult.

The next morning, after a Coast Guard airplane dropped smoke markers, "the ship's bosun (Horton) made ready lines and necessary tools," recalled Adolphi, who pointed out the seas still were too rough for lifeboat launching.

The *Sea Wolf* made two trial runs near the sailboat to help ascertain the most viable rescue option. Then, during what was to be a third "dry run," Captain Gary deVries "realized this was the best possible moment to try," wrote Adolphi.

"A group of officers and crew from both the deck and engine departments were at their posts in mere minutes," he continued. "Everyone knew what their job was and knew how to help without much instruction."

Gusting winds and an irregular swell caused the *Sea Wolf* to utilize engines, rudder and bow

and stern thrusters "to their limits . . . to bring the *Allegra* alongside the pilot ladder and avoid being damaged by the stern."

With the sailboat secured, it took only five minutes to bring all six passengers aboard the *Sea Wolf* via the starboard port hatch and pilot ladder. Besides the weather, however, the *Allegra's* unsecured mast presented particular difficulties. "Its motions and guide wires endangered both the *Wolf's* and the *Allegra's* crews. The mast also caused the *Allegra* to push away from the *Sea Wolf's* side repeatedly, forcing the captain to maneuver the *Wolf* again and again to pick up *Allegra* crewmembers," Adolphi recounted.

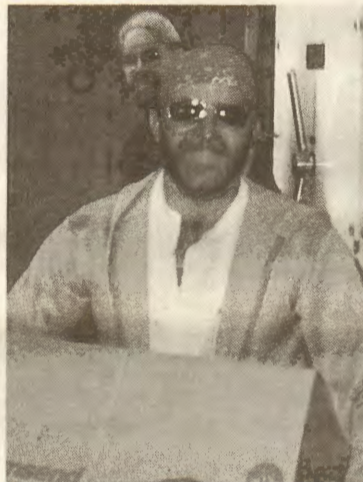
Members of the steward department provided hot beverages and dry clothes for their unexpected, grateful guests, and also prepared beds for them. The passengers went ashore in Philadelphia.



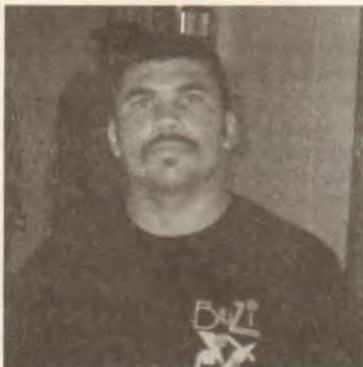
The *Sea Wolf* maneuvers next to the disabled sailboat, a task made quite difficult by rough seas, high winds and the sloop's unsecured mast.



Praised by the U.S. Coast Guard for their exceptional efforts during a recent rescue, crewmembers aboard the *Sea Wolf* happily gather on deck after saving six boaters off the coast of North Carolina.



AB Edward Nelson (left photo) and AB James Flood bring stores aboard the *Sea Wolf* in Philadelphia.



From left, Bosun William Horton, AB Burkley Cooper and QMED Robert Ott each did his part to help ensure the safe rescue of six people cast adrift in a disabled sailboat.

## SIU-Crewed Gulf Star Saves Fisherman

*Editor's note: Deckhand Derrial Moore recently sent the following article and accompanying photos to the Seafarers LOG, recapping a mid-February rescue in which the SIU-crewed Gulf Star saved a fisherman whose boat sank off the coast of Guadeloupe.*

"We were just glad he was alive when we found him," stated Moore, who pointed out that he, fellow Deckhand Butch Morris, Captain Mark Rice, Mate Jergen Larson and Chief Engineer Charles Van Orden "all have been involved in various rescue operations over the years."

On the morning of February 17, 1997, the *Gulf Star*, an alight oceangoing tug with five crewmembers on board, was bound for the island of St. Lucia in the West Indies when Captain Rice observed a red signal flare about three miles off our starboard bow.

We immediately headed toward the

position of the vessel in distress, located about 13 miles off the coast of Guadeloupe. After arriving at said position, we observed the *Lebon*, a French commercial fishing vessel about 27 feet long, partly broken up and submerged about halfway under water.

There were no survivors in sight at that time. All crewmembers aboard the *Gulf Star* immediately assumed lookout positions, while Captain Rice informed the French West Indies Coast Guard about what was happening.

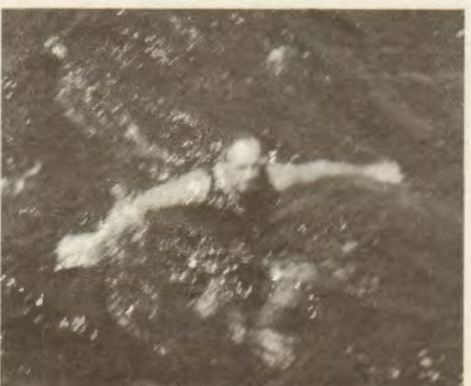
At approximately 12:15 p.m., about 1.5 miles north of the sinking vessel, ABs Butch Morris and Derrial Moore observed a man floating in the 6-to-8-foot seas, clinging to a piece of the sinking vessel's wooden hull. The man also held an orange plastic 5-gallon gasoline can.

The *Gulf Star* carefully maneuvered alongside the fisherman, close enough to

throw him a life ring. Then, the SIU deck crew safely pulled him out of the water and onto the stern deck. He had been in the water about 45 minutes to an hour.

As *Gulf Star* crewmembers provided aid, we learned that the fisherman, Robert Francis, had been the only person aboard the boat. He spoke English just well enough for us to understand him.

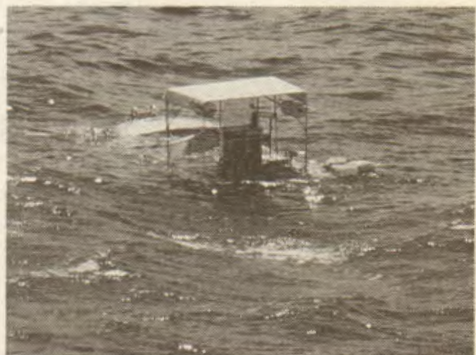
Francis told us that an engine fire had disabled the *Lebon*, setting it adrift. The



rough seas then tore apart the boat, knocking him over the side.

We also learned that he had no radio

*Continued on page 9*



Above, only the top of the *Lebon*, a French fishing vessel, remains above water after an engine fire disabled the craft and then rough seas tore it apart. At left, fisherman Robert Francis had been in the water—with no life preserver—for 45 minutes to an hour before help arrived. Here, he swims toward the SIU-crewed *Gulf Star*.



# Captured in Cambodia: The Tale of the Mayaguez

*Editor's note: This is the first installment of an occasional feature profiling noteworthy events in the union's history.*

If you have a story idea for this series, please contact the Seafarers LOG at 5201 Auth Way, Camp Springs, MD 20746.

In chronicling the ordeal of the *SS Mayaguez*—arguably one of the most famous SIU-crewed vessels ever—the June 1975 issue of the *Seafarers LOG* noted that despite the magnitude and volatility of the moment, "... it probably won't be too much longer before the *Mayaguez* becomes little more than a vague international incident occupying a few pages in the history books."

For the most part, the *Mayaguez* indeed has been relegated to brief mentions in almanacs and other historical journals. But for three days in May 1975, the ship and crew made major international headlines after being kidnapped by Cambodian rebels off that country's coast.

The 39-person crew of the *Mayaguez*, including 28 Seafarers, survived the terrifying tribulation without permanent

Cambodian soldiers were killed. The timing of the Cambodian rebels' unprovoked, hostile actions unquestionably height-

## SIU Flashback: Notable Events In the Union's History

physical injury or illness, as U.S. military personnel completed their rescue some 65 hours after the mariners were taken captive. However, according to reports from that era, 16 U.S. servicemen were killed and others were wounded because of heavy fire from the rebels, known as Khmer Rouge. These fatalities took place when Cambodians shot down a U.S. helicopter and also attacked Marines who were attempting a ground rescue. Reports of the day also indicate more than 100

ened an already explosive condition. With the United States only two years removed from combat in Vietnam, and with Cambodia in the final stages of a communist takeover, the *Mayaguez* incident was an incendiary situation.

Yet, the reason for the seizure never became clear. Some thought the rebels misidentified the *Mayaguez*, a Sea-Land Service containership, as transporting weapons and ammunition, surveillance equipment or other materiel. But in fact, the ship's 225 containers held non-military cargo.

A Seafarer aboard the vessel during this trouble penned a seemingly more likely explanation: "This is a ragtag bunch and it seems to me they have taken us without orders and now they don't know what to do with us."

### Gunboats Approach

The *Mayaguez's* harrowing experience began mid-afternoon on Monday, May 12, 1975, with the vessel en route from Hong Kong to Sattahip, Thailand. Two small gunboats suddenly approached the ship and fired warning shots from 50-calibre machine guns, about 60 miles off the coast of Cambodia.

The gunboats pulled alongside the cargo ship, and nine rebels—armed with automatic



This photo from the June 1975 *Seafarers LOG*, shows one of the Cambodian gunboats that fired on and then captured the *Mayaguez*.

weapons, rocket launchers and grenades—boarded the *Mayaguez*. Within two hours, several more gunboats joined their sister vessels and approximately 40 more Cambodians boarded the SIU-crewed ship.

Fortunately, the *Mayaguez's* radio officer sent several Mayday messages before the rebels denied further communications.

According to the *LOG's* coverage, the U.S. mariners understandably were quite frightened and uncertain about their fate. The language barrier between the Americans and their captors, who exclusively communicated via sign language, only added to the puzzlement.

However, crewmembers later expressed surprise that the Cambodians "employed no real rough stuff on the crew, and on the whole treated them well," the *LOG* reported.

The *Mayaguez* remained at anchorage off Koh Tang Island until Tuesday morning when, after U.S. Air Force spotter planes flew nearby, drawing repeated fire from the rebels, the Cambodians ordered the ship to sail through uncharted waters to another anchorage near the island.

That afternoon, the *Mayaguez* crewmembers were transferred to a Thai fishing boat, where they remained through the night. It turned out the Taiwanese had been confined by the Cambodians for more than five months for allegedly fishing in Cambodian coastal waters.

### Bizarre Events

If the initial takeover shocked the crew, Wednesday's events perhaps proved even more bizarre. American warplanes fired on the gunboats and fishing vessel alike—not attempting to hit them, but rather, to force the return of the *Mayaguez* crew. U.S. pilots waved to their countrymen to indicate recognition, even as they strafed and fired rockets within 30 feet of the bow and stern. The planes also dropped tear gas, leaving the mariners incapacitated. A number of Seafarers sustained gas burns and shrapnel burns, none serious.

But the captives were not released. Late that afternoon, the Cambodians ordered the fishing boat to an abandoned village on a small island in the

Gulf of Thailand. The Americans, Taiwanese and their abductors went ashore and spent the night there.

With no explanation, the crew was sent back aboard the fishing boat early the next morning, Thursday, May 15. With rebels aboard the boat and

### The SS Mayaguez

■ C2-L cargo vessel, built in Wilmington, N.C., 1944

■ Acquired by Sea-Land from Grace Line in 1963

■ While operated by Sea-Land, traveled 1.5 million miles and carried 200,000 container loads of cargo

■ Decommissioned in 1979

■ Ship's wheel presented in 1975 to President Gerald Ford at the White House, in memory of U.S. servicemen who perished in the rescue mission

Source: Sea-Land Service, Inc.

in one gunboat next to the fishing vessel, all set sail back to the *Mayaguez*.

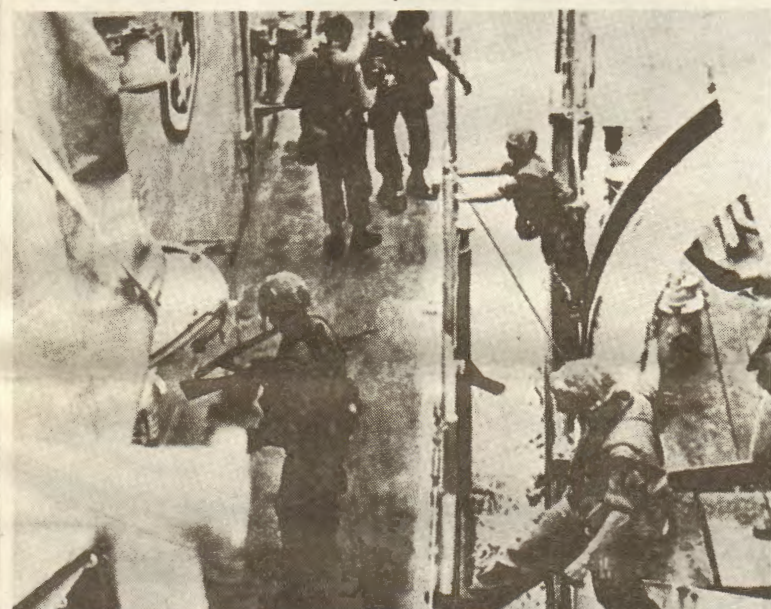
Roughly one mile out, the Cambodian guards leapt from the fishing boat to the gunboat, which quickly sailed the other way. Both the *Mayaguez* crew and the fishermen rejoiced over their freedom as they sailed to the cargo ship, some three hours away.

When the boat finally approached the *Mayaguez*, the destroyer *USS Wilson* had its guns trained on the vessel until making positive identification. As a voice through a loudspeaker on the *Wilson* proclaimed, "Crew of the *Mayaguez*, welcome aboard," the mariners knew they truly were out of danger.

Shortly thereafter, the *Mayaguez* docked in Singapore, where the crew and company officials met with international reporters.

As soon as the crewmembers were safe, SIU President Paul Hall summarized the union's appreciation for the military support in a telegram to President Gerald Ford. Hall wrote, "Please accept our sincere appreciation for your direct and forthright handling of the *Mayaguez* situation. Under your firm leadership, this incident has demonstrated that the

Continued on page 18



Above, U.S. marines board the merchant vessel. SIU President Paul Hall sent a telegram to President Gerald Ford, thanking him for the military support given to the *Mayaguez*.

## SIU-Crewed Tug Rescues Floating Fisherman

Continued from page 8

communications on board, nor any life preservers (a very bad mistake).

At about 1 p.m., Mr. Francis was picked up by the French [West Indies] Coast Guard and returned to his home port of Basse-Terre, Guadeloupe, where he was checked by medical personnel and safely and happily reunited with his family.

All of the crewmembers aboard the *Gulf Star* are trained, professional seamen and are very dedicated to saving the lives of those in need. I congratulate my fellow crewmembers for a job well done.

The *Gulf Star* is owned and operated by Sheridan Transport, based in Philadelphia, and presently works between St. Croix in the U.S. Virgin Islands and St. Lucia in the West Indies, docking super-tankers for Hess Oil Co.



From left, AB Butch Morris, fisherman Robert Francis, Chief Engineer Charles Van Orden and AB Derral Moore are relieved after the SIU-crewed oceangoing tug rescued Francis from the sea, approximately 13 miles off the coast of Guadeloupe.



The "Brotherhood of the Sea" is evident as SIU Deckhands Derral Moore and Butch Morris safely pull a fisherman aboard the oceangoing tug. "All of the crewmembers aboard the *Gulf Star* are very dedicated to saving the lives of those in need," Moore wrote in a recent letter to the *Seafarers LOG*.

# Icy Harbor Is No Challenge to Duluth-Based Lakers

## Season Begins Following Safety Inspections

Seafarers are back in full force plying the Great Lakes after completing U.S. Coast Guard inspections and safety drills as well as breaking through the ice fields to get their cargoes delivered.

Before their vessels sailed from their winter berths in the port of Duluth, Minn., SIU members aboard the *Walter J. McCarthy*, *Indiana Harbor* and *St. Clair* donned survival suits, breathing apparatus and life vests as part of the annual Coast Guard inspections.

While crewmembers were preparing the lakers from top to bottom for another busy season on the Great Lakes, a Coast Guard officer boarded each of the vessels to examine fire and safety gear

and discuss fire, safety and water survival procedures with them.

(All Great Lakes vessels must have the Coast Guard-issued inspection certificates renewed annually to ensure shipboard safety equipment is working correctly and crewmembers know the proper procedures to take in an emergency.)

After successfully passing the inspections, the American Steamship Company (ASC) ore carriers sailed out of Duluth "looking better than ever," according to SIU Algonac, Mich. Representative Don Thornton, who met with crewmembers following the Coast Guard examinations.

However, the vessels did not "have an easy start. Lake Superior was a sheet of ice, and a path had

to be cleared for them to get safely out of the port," reported Thornton.

To get the vessels into the lake, Seafarers-crewed Great Lakes Towing tugs were called in to break up the four feet of ice covering the joint harbor of Duluth and Superior, Wis. The snow and ice fields caused minor delays, but by March 27 all three vessels had set sail.

"The ice was a bit tough but definitely not as bad as I have seen it," stated Jeff Vanslambrouck, second cook aboard the *Walter J. McCarthy*.

"The temperatures for Duluth were about normal but the snow was excessive this year. It is all part of sailing the Great Lakes, and I feel we did a great job with



An SIU-crewed Great Lakes Towing tugboat breaks through four feet of ice on Lake Superior so Seafarers aboard American Steamship Co. vessels can sail out of the port of Duluth, Minn.

our Coast Guard inspections and drills. We are all looking forward to a busy summer," added Vanslambrouck, who has been a union member since 1989.

The demand for commodities on the Great Lakes remains high following the seasonal shutdown

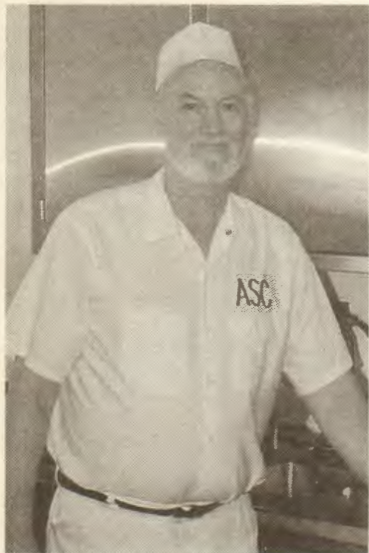
of shipping. Coal and iron ore—which are required in steel production—as well as stone, are the highest-volume commodities moved on the Great Lakes. The Great Lakes basin is home to nearly three-fourths of America's steel-making capacity.



Posing on the deck of the *Indiana Harbor* following the fitout safety drills are (from left) AB Rob Heath, Bosun David Barber, Watchman Dick Lovaas and Watchman David Sandling.



Reattaching the lifeboat coupling on the *Indiana Harbor* following a lifeboat drill is Watchman William Padgett.



Porter George Harrison is prepared for another busy sailing schedule on the *Indiana Harbor*.



Aboard the *Walter J. McCarthy*, Paula Johnson, the SIU Duluth representative, visits her husband, Gateman Jeff Johnson.



Donning survival suits for safety exercises on the *Walter J. McCarthy* are Second Cook Jeff Vanslambrouck (left) and Porter Abdol Mohssen.



Great Lakes members know safety is an important aspect of their job. From the left, Conveyorman Abdo Yahya, Deckhand Abdo Fotaih, Watchman Larry Dahl and Watchman John Clark report to the deck of the *Walter J. McCarthy* for the annual Coast Guard lifeboat safety drill.



Ice on Lake Superior surrounds the *Walter J. McCarthy* as crewmembers prepare for fitout in the port of Duluth, Minn.

# New Pact Ratified By Express Marine

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

The agreement, which is retroactive to March 16, covers wages, pensions and other benefits into the year 2000.

Express Marine Seafarers and their dependents will now receive enhanced optical and dental benefits. The contract also calls for an increased pension benefit for the SIU members.

"Contract talks went very well and we came away with a very good contract," stated Philadelphia Port Agent Joseph Soresi, who was part of the SIU negotiating team.

Joining Soresi at the bargaining table in Piney Point, Md. on March 11 and 12 were SIU Representative Jim Malone, Captain Melvin Braddy, Chief Mate Jim Kruger and AB/Cook Rick Daniel.

SIU members ratified the new pact by casting secret ballot votes on April 18. Capt. Henry Rice, Chief Mate Dennis Gaskill Jr., Cook Jackie Pruitt and Soresi counted the ballots aboard the *Russell B. Murray* April 21.

Express Marine is based in Pennsauken, N.J. The company operates five tugs and barges which move coal along the East Coast. They are the *Guardian*, *Russell B. Murray*, *Baltimore*, *Consort* and *Escort*.



Great Lakes Seafarers and hundreds of other union members participated in the "Caravan for Justice" in support of 4,500 Steelworkers who are on strike against Wheeling-Pittsburgh Steel in three states. The solidarity march through Steubenville, Ohio included Algonac, Mich. Field Representative Todd Brdak (right) and Daniel Kelley, son of Algonac Port Agent Tim Kelley, both of whom are carrying SIU signs.



Members of the Express Marine negotiating committee included (from left, seated) Captain Melvin Braddy, SIU Representative Jim Malone, (standing) Chief Mate Jim Kruger, Philadelphia Port Agent Joseph Soresi and AB/Cook Rick Daniel.

## Seafarers Show Solidarity With Steelworkers

On March 15, Great Lakes Seafarers joined hundreds of other union members in the "Caravan for Justice," a demonstration of support for 4,500 Steelworkers who have been on strike against Wheeling-Pittsburgh Steel since October 1, 1996.

The event, organized by the Michigan State AFL-CIO, led the trade unionists in a motorized procession from Southgate, Mich. to Steubenville, Ohio, where the company's headquarters is located. Seafarers and other trade

unionists joined Steelworkers from more than five states in the six-hour solidarity drive to Steubenville. Upon arrival in the strike-besieged town, supporters got out of their vehicles and marched down Main Street to meet Steelworkers on their picket lines. A rally took place at the Steelworkers Local 1190 union hall to demand justice for the workers who continue struggling for a fair contract.

"It was an incredible show of solidarity for the striking Steel-

workers," stated Algonac, Mich. Field Representative Todd Brdak. "There were 400 unionists from Michigan alone. It felt great to march arm-in-arm with my union brothers and sisters. Solidarity is what being a part of a union is all about."

The Steelworkers, who work at eight Wheeling-Pittsburgh locations in Western Pennsylvania, West Virginia and Ohio, began their strike seven months ago. The company had offered a "final" proposal 72 hours before the old contract expired and then refused to negotiate further.

Wheeling-Pittsburgh's proposal included contracting out jobs, eliminating seniority and work rules, gutting the workers' health insurance program, establishing a "sham" pension plan and more, according to the union.

Contract talks were stalled until last month when Senator Jay Rockefeller (D-W.V.) invited union and company representatives to his Capitol Hill office to resume negotiations. (This was the second attempt by Rockefeller to help the union and company reach an agreement. The first session, which took place March 27, came to a halt when Wheeling-Pittsburgh announced plans to sell or close two plants and a division involved in the work stoppage.)

Rockefeller's latest request resulted in an April 15 meeting in Pittsburgh. However, the talks ended when Wheeling-Pittsburgh Steel Chairman Ron LaBow reportedly told his negotiators to walk out of the contract sessions without discussing the Steelworkers' latest proposal.

Union officials have continued expressing their willingness to negotiate at any time and in any location as long as the company agrees to meet in good faith. So far, however, Wheeling-Pittsburgh refuses to meet with the Steelworkers, the union said.

"This is a frustrating process. Each side has strong convictions," stated Rockefeller following the first negotiating breakdown. "But I am keeping foremost in my mind the 4,500 families who have endured much hardship over the past six months, many of them spending their life savings to stay afloat. These families are counting on a resolution—a resolution that I know can be reached."

## Moran Course Draws Praise from Boatmen

SIU boatmen who sail for Moran Towing of Texas praised the training they received last month during a one-week seminar at the Paul Hall Center in Piney Point, Md.

A total of 11 Seafarers, all of whom are either captains or chief mates, attended the sessions, which featured detailed information on the new regulations stemming from the International Convention on Standards of Training, Certification and Watchkeeping (STCW) as well as the Oil Pollution Act of 1990 (OPA '90) affecting the inland industry.

The boatmen also obtained instruction specifically designed for them by the center's Lundeberg School staff on such subjects as

rules-of-the-road, vessel handling, radar, bridge management and hazardous-material handling.

"It gives me a good feeling to stay up-to-date with the industry through continued education. It contributes to the overall safety of the waters I sail on," Brett Currence, who sails as a chief mate aboard the *Shiela Moran*, told a reporter for the *Seafarers LOG*. "I particularly enjoyed the bridge management and radar refresher segments of the course. While we may not be called on to use these skills every day, they are vital to the safety of our jobs and it is important to stay well informed," added Currence, who has attended three of the four Moran seminars at the



Moran crewmembers, Chief Mate Ernest Gingles (left) and Chief Mate Thomas Jarrell, listen carefully as Lundeberg School instructor Casey Taylor (right) explains the dangers of handling hazardous materials.

Lundeberg School.

Charlie Tuck, who sails as captain aboard the *Doris Moran*, stressed the importance of reviewing his seamanship skills annually. "The inland industry is constantly changing and every year I learn something new. However, some of the vital knowledge we must possess never changes. I always enjoy returning to Piney Point and refreshing my CPR and first aid skills. I am always well prepared just in case," stated Tuck, who has participated in all four Moran seminars in Piney Point.

"Instructor Casey Taylor was very good at presenting the information. I was also very impressed with the school's updated curriculum that is offering a larger selection of tugboat courses," added Tuck, who joined the union in 1986.

Also noting the significance of staying informed,

Craig Arnaud, who sails as captain aboard the *Cape Charles*, said, "I enjoyed going over the skills I need to operate my vessel safely. I also found the explanation of the STCW regulations and how they will affect the towboat industry to be very interesting. It is essential that we stay current on such issues."

Other Moran boatmen who attended the Lundeberg School training included Captain James Moran, Captain John Sparks, Chief Mate William Allbritten, Chief Mate Roy Crook, Chief Mate Ernest Gingles, Chief Mate Thomas Jarrell, Chief Mate Lee Rogers, and Chief Mate Stephen Williams.

### Positive Experience

In response to the positive feedback and increased knowledge gained by the boatmen as a result of the annual seminars,

the company continues expanding the training in conjunction with the Lundeberg School. A second group of Moran boatmen is scheduled to attend a similar class this month.

"Our goal is to continue to operate at the highest safety level possible. To do this we keep training and educating our crews," stated Herb Walling, manager of environmental protection, safety and training for Moran, who also served as an instructor on company policy and procedure.

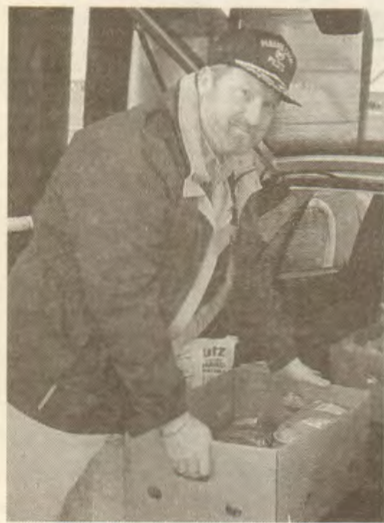
"We come to Piney Point together because it is an excellent educational opportunity for us all. Not only is the material presented to our crewmembers by knowledgeable instructors, but we also have the opportunity to discuss how such skills and information will relate to their jobs aboard Moran vessels," added the company representative.



Learning how new regulations created by the International Convention on Standards of Training, Certification and Watchkeeping will affect their jobs aboard Moran tugboats are, from left, Chief Mate Lee Rogers, Chief Mate William Allbritten and Chief Mate Brett Currence.

# A SEAFARER'S VIEW: Henry Gamp Describes

*Editor's note: A member of the SIU since 1974, Henry Gamp recently sent this article to the Seafarers LOG chronicling life aboard a Penn Maritime tug and barge. He wrote it last fall. The chief mate's fellow crewmembers during these voyages included Captain Dave Bracker, Second Mate Mariya Bazzicalupo, Tankerman E.W. Larson, Assistant Tankerman Wesley Ross, Chief Engineer Carroll Bennet, Deckhand Robert Kirk, Tankerman Jim Miller and Tankerman Earl Isenhardt.*



Chief Mate Henry Gamp, a member of the SIU for 23 years, helps load stores aboard the vessel.

For just over a year now, I have been sailing as chief mate aboard the articulated tug/barge (ATB) *Lucia/Caribbean*, an asphalt carrier that also occasionally carries heavy oil.

Even though I hold an ocean master's license and have considerable unlimited pilotage on the East Coast, the majority of my career has been spent working in the Chesapeake and Delaware Bay regions of the East Coast (including 12 years as a ship docking pilot in the port of Baltimore). During this period, it was not unusual to go for months or even a year without passing outside North Point at the entrance to Baltimore Harbor.

In contrast, this past year the *Lucia/Caribbean* has been from Portland, Maine to the Florida Keys on the East Coast; from the Florida Keys to Corpus Christi, Texas to Tampico, Mexico in the Gulf; and from the Bahamas to Aruba and Panama in the Caribbean. Many of these ports we have visited two or three times, or even more. But we have discovered every tour is unique and has its own challenges and adventures.

This tour has been no exception. As this article takes shape, we are steaming 14 miles off the Columbia coast between Cartagena and Barranquilla, steering on a course of 045° True, running at reduced speed to allow a tropical storm (now Hurricane Cesar) to pass north of us in a westerly direction on our return passage from Colón/Christobal, Panama to Sint Nicolaas, Aruba, Dutch Antilles. My original intent was to write about how we tracked this tropical storm's development from a tropical wave into a full hurricane, plotting its track and our avoidance tactics. Dave Bracker, our captain, sailed for many years for a major oil company on a larger integrated tug/barge (ITB) unit in both the Gulf and Caribbean and is quite knowledgeable about these storms and predicting their movements.

However, looking back in the log entries, I think this complete voyage gives a unique look into life aboard the *Lucia/Caribbean*. With this in mind, a detailed account of Hurricane Cesar will be a follow-up story to this saga. I will, however, include a brief description of our encounter with the storm. Heaven only knows where I will be when I complete this text!

I flew in from Baltimore on the morning of July 2, 1996. The *Lucia/Caribbean* was discharging cargo in Chelsea (Boston), Mass. Several other crewmembers also were changing out. Included in these were the chief engineer, a tankerman and our new second mate, Mariya Bazzicalupo (her first job as a mate.)

When we sailed that afternoon, Stanley Styron, our captain for that leg of the voyage, skillfully backed the unit out through the McArdle Street Bridge that crosses over the Chelsea River. The river is too narrow for us to turn above the bridge.

I stood watch on the bow, giving distances off the bridge fender works, and told him over the walkie-talkie when we had sufficient room to swing her around to starboard in the "Y" made by the convergence of the Mystic and Chelsea rivers. As we still had a partial load of foreign oil onboard, we were required by law to take a state pilot when leaving Boston Harbor. It was dusk when we cleared 'BG' Buoy, putting Boston astern of us.

We were en route for New Haven, Conn. to finish discharging our cargo of asphalt. New England is noted for its heavy "pea soup" fogs. As luck would have it, we were approaching the Cape Cod Canal when I came on watch, and it was closed to vessels due to fog.

There was no wind affecting us, and I drifted about one mile from the 'CC' Buoy, hoping the fog would lift. Every hour or so I would put the engines in gear and bring the rpms up high enough to burn the fuel that accumulates from the engines idling for extended periods of time. When the stack exhaust gases would clear, I would resume drifting once again.

We had a mile or two visibility on the east side of the canal, but on the west end around the Massachusetts Maritime Academy and the Bourne Bridge, there was zero visibility. We experienced a 7½-hour delay waiting on the canal dispatcher to reopen the canal due to the poor visibility. I steered the unit through the canal to Cleveland Ledge Light, and with a strong easterly ebb current running, we flew through the canal.

I returned to the *Lucia's* bridge at 1740 as we passed by 'NH' Buoy leading into New Haven Harbor. Our captain and the pilot were instructing the second mate on the finer points of handling the unit when entering a harbor. She was steering, and they explained how the Long Island Sound ebb and flow currents set across the entrance channel; how to keep on the range's centerline; watching the clearances of the buoys as you pass them; looking out for vessel traffic; and making security calls, etc.

New Haven is a relatively easy port to negotiate, at least below the Tomlinson Street Bridge, and a good place to gain this experience as opposed to learning it in a hec-

tic place such as New York Harbor or the Mississippi River, where without local knowledge of the bends and turns in the river, you don't know whether to pass on the one- or two-whistle side.

I did the docking at Gateway Terminal in New Haven. There was just a slight ebb current running, but with a partial load, the omen thruster is most effective. Even though I had to make a 90° turn into a finger pier with a slight current on the dock, it wasn't necessary to use the *Connecticut*, our assist tug. We finished discharging cargo the following morning.

It was now the Fourth of July and we were bound for Philadelphia and then on to Savannah, Ga. before heading back down to Aruba. I had several reservations about transiting the East River on the 4th, but it was the shorter route. First, we would pass through Hellgate within an hour of "max ebb." From past experience with the engine running slow, we make between 14-16 knots down the river, with our light draft we slide around turns.

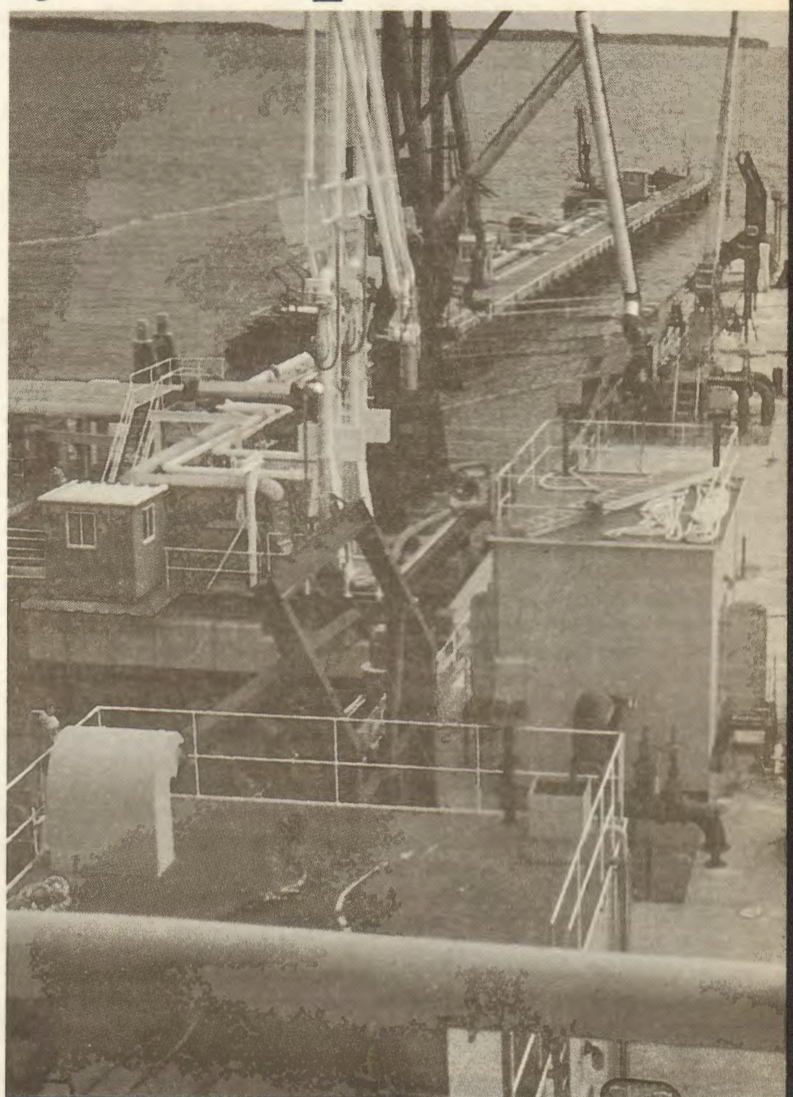
Second, on our last passage, also at "max ebb" current and with Captain Stanley handling the unit, four jet skiers overtook us at Hellgate Railroad Bridge. After they zipped by our port side, one of them lost control and fell off under the Triborough Bridge. Luckily, he was able to immediately get back up and going before we overtook him.

Third, on my last Fourth of July transit, around 1700, July 4, 1994, returning from the Connecticut River with a Poling Bros. Barge, I had numerous sailboats and powerboats already anchoring from the UN building down through Courthouse Flats Range and beyond The Battery for the fireworks. This is not to mention the other hundreds of small boats zipping about erratically. This annual chaotic ritual simply defies description.

Despite my concerns, the passage was uneventful. There was very little barge traffic; in fact, we didn't meet anyone around Hellgate. Our only encounter was with a couple of tows near Stepping Stones Lighthouse in the Frogs Neck area eastbound to the Long Island Sound. No doubt, a squall line we encountered a couple of hours earlier off Oyster Bay, lasting a good 30 minutes, had the effect of sending a number of pleasure craft seeking shelter or



The Penn Maritime vessel may be away from its base in the northeastern U.S. for many weeks at a time, but Deckhand Robert Kirk does not let the busy schedule prevent him from catching up on the latest union news in the *Seafarers LOG*.



The asphalt carrier *Lucia/Caribbean*, an articulated tug/barge (ATB), call-

heading home for the afternoon.

We passed Hellgate at 1525 and The Battery at 1605. In all probability, we were early enough that we missed the mass migration looking to anchor for the fireworks display. I noticed few ships or barges anchored in Bay Ridge or Stapleton anchorages in the upper bay of New York Harbor.

In fact, the traffic in all the northeast ports seems to be down from a few years back. The Vessel Traffic Service (VTS) now extends to Ambrose in the lower bay, and has just been extended beyond the Brooklyn Bridge on the East River.

One other modification is that you now make your initial call on VHF (Very High Frequency) Channel #11, before switching to Channel #14 for more detailed traffic information. In the past, all underway traffic used Channel #14, and anchorage information was given on Channel #12.

Being light draft, we took the inshore route down along the Jersey coast. In the vicinity of Seaside, N.J. southward, the Jersey shore resort towns treated us to their annual Fourth of July fireworks displays. By the time we passed Atlantic City, N.J., they were over.

But, with its many casinos lighting up the sky, it has its unique and imposing presence towering above the sand-duned coastline.

I held the watch to a mile beyond Cross Ledge Lighthouse inbound on the Delaware River. We were overtaking the rear squadron of two separate groups of five Navy UP boats bound up for the C&O Canal and probably Annapolis, Md. There was an out-bound ship on Liston Range, and I was anxious to clear them before meeting this ship.

Upon arrival in Philadelphia at 1115 on the 5th, we learned we wouldn't have a berth at Point

Breeze in the Schuylkill River until 1800 to 2100 that evening. We anchored for 10 hours in the lower end of Mantua Anchorage across from the Philadelphia International Airport.

We hoped to get a berth before dark, as the channel leading to this dock is a real challenge for a tug/barge combination of our size. As you might expect, we didn't start into the Schuylkill River until after sunset, passing by the red skeleton tower of the Schuylkill River entrance beacon. By then, the sodium and mercury lights dancing from the Philadelphia Navy Yard were reflecting off the water and bouncing light beams back toward us. Though the Navy Yard is closing, it was still very well lit. Off to our right, you could see the sterns of the mothballed battleships *Iowa* and *Wisconsin* nestled together. Their gray silhouettes had a ghostlike and supernatural appearance as we passed under their sterns.

The Passyunk Avenue Bridge no longer maintains a 24-hour bridge tender. It now requires four-hour notice to get an opening. Our challenge was to calculate when the barge loading at the dock would sail, set up our assist tug and give the bridge ample notice! The terminal gives one time and the barge tankerman tells his tug another finishing time. Plus, you want to give that tug and barge leaving enough time to clear the narrow channel and allow yourself time to make the transit.

Being over 500 feet long, there is no room for us to turn off Point Breeze; therefore, we must turn around between the Maritank Dock (Old Swan Oil Dock) and Yankee Point.

By utilizing the entire river, we can just barely turn around. Once turned, we have to back stern-first for 1.1 miles upriver and make three 90° turns, one of which is under the Passyunk Avenue Bridge.

# Life Aboard the *SIU-Crewed Lucia/Caribbean*



ports along the East Coast, Gulf Coast and Caribbean.

Because of our light draft forward (seven feet), the assist tug was useless. Due to her weight and size, even her maneuvering on an easy (slow) bell pushed our light bow all over the place. We let her line go and ordered her to stand by to give us a strategic judge should we need it.

As mentioned, the drawbridge sits on a bend, and two Philadelphia fireboats are tied up directly astern as you back under the bridge. You must work your engines easy as you twin screw (twist) your stern to the right so as not to wash them away with the 7,000 hp you have available at your fingertips.

Simultaneously, you must hold the bow off the bridge fenderworks with the bow thruster and adjust your engines as necessary so as not to overpower the omnithruster, which is not very efficient when its water discharge is above water level in the light condition.

On the east side of the bridge is a submerged 16-foot obstruction, probably left standing from when the previous bridge's pilings were removed. Once in position at the asphalt dock, there is a mud flat that makes out from the bank about 40 feet directly astern of the tug. At the dock, one dockman said we had 19 feet of water; another said 21 feet. Our tanker-men adjusted the loading so as to finish on the rising tide, and we then loaded to 21 feet even keel, departing before the next low water. Surprisingly, the barge teered well on the even keel, no doubt due in part to it being only a partial load.

My next watch began as we were clearing the Delaware Capes, making the southbound traffic fairway. We passed by a number of party boats, either drifting for flounder or weak fish. One of them, the *Porgy III*, a party boat out of Cape May, N.J., I remembered from my childhood.

Further south off Indian River,

Del., we passed 'DB' Buoy in an area known to local fishermen as the 'Old Grounds.' I had fished that area often on my father's boat, the *Irma-B*, in the late 1950s and 1960s.

Our journey down the coast proved uneventful. The weather was good and we arrived off Savannah Light at 1255 on July 9.

We contacted the Savannah River Pilots on VHF Channel #14 and were informed the river was closed to vessel traffic until 1800. There were Olympic ceremonies scheduled, including the arrival of the Olympic Torch aboard a sailing vessel. A dockside ceremony took place, attended by Governor Zell Miller of Georgia and members of the Olympic Committee on the waterfront at Factor's Walk.

It was dark when we finally docked several miles above the Savannah waterfront at Garden City. Once secured, we disconnected from the barge and ran the tug light to Colonial Fuel for bunkers and water. This was our last opportunity to top off these necessities as well as replenish our groceries before sailing for Aruba.

With the fueling completed, we returned to the *Caribbean* and resecured in the notch with soft lines, as we make it a practice to always be near the barge. Therefore, we did our shopping after returning to the Garden City Terminal. The dock was wooden, narrow and, in fact, only wide enough for one person to walk down at a time (and covered with seagull droppings).

Getting supplies on board was a long process using the barge's boom and cargo net to lift them aboard and then hand-carrying them back to the tug and lowering them down to her bow lying in the notch. We were unable to leave the barge notch and put the tug midship on the outboard side where we could have used the outboard cargo boom to lower sup-

plies on the tug. We had run an additional stern line from the tug ashore in anticipation of heavy weather and tidal surges predicted should tropical storm Bertha come ashore south of her predicted track.

The morning after arrival, our captains held their crew change. As I mentioned, the tropical storm we had tracked on our way to Savannah developed into Hurricane Bertha. It was now tearing into Puerto Rico, Hispaniola and into the Bahamas lying directly in our path to Aruba. There was nothing to do but wait it out. It cost us two days in port before it made landfall in the Wilmington, N.C. area.

In the meantime, one of our tankermen, Jim Miller, observed two alligators—one 14 feet long and the other about 10 feet—sunning themselves along the bank, all the time keeping a wary eye on us. This was eerie and in stark contrast to the serene shoreline with lush trees, covered with lace-like Spanish moss dripping from their branches.

I got some chart-correcting done during this time. As a licensed deck officer who does a considerable amount of chart correcting (four Coast Guard Districts), I have noticed a number of areas that can be improved upon, particularly in light of penalties up to \$25,000 per publication not kept up to date.

With such a great emphasis placed on chart and publication corrections, the Coast Guard should not overburden the mariner with undo work. Very often, the depth tabulations are printed on both sides of a sheet so when you cut them out to tape on a chart (not all tugs have photocopiers on board), you very often have to sacrifice one on the back sheet or vice versa.

Also, Light Lists and Coast Pilot corrections seldom fit in the space allotted in the publication for them. Therefore, I believe corrections for these publications should be printed in page form that can be inserted properly as a complete page. I hope anyone in the Coast Guard reading this who deals with publishing the "Local Notice to Mariners" will take heed of these suggestions.

We got underway for Aruba on the morning of July 13, swinging around in Argyle Island Turning Basin outbound for sea. Clearing Savannah Light, the swell we were expecting in the aftermath of the hurricane was pretty much nonexistent. We laid out a course for Rum Cay in the Bahamas, hoping to beat the next storm before it had time to develop.

This was my first trip into the Caribbean and I was looking forward to navigating down the Windward Passage. Our route was basically the route Columbus took on his voyage after he landed in San Salvador and headed south, exploring Haiti and Cuba. As it turned out, a tropical wave passed over Hispaniola and Cuba during our transit down the Passage. I was glad Dave had ordered that #1's-3's and 5's ballast tanks be loaded before leaving Savannah.

The west coast of Haiti gave us some relief from this system. The hazy, high mountains in the distance looked very impressive. Once clear of Navassa Island in the open Caribbean, we had 20- to 30-knot winds all the way to Aruba, seas varied from seven to

12 feet. A conventional tug towing on a wire hawser would have had a quite miserable passage. Except for my watchstanding in the wheelhouse, I was almost unaware of the weather.

Such strong winds set up harmonic chants played through our mast and stay wires above the wheelhouse, causing them to whistle and hum at us. A-hum, a-hum, a-hum....

The key to a comfortable ride for us is having the barge deep enough that the bow doesn't pound in the sea. When it does, the vibration is telegraphed the length of the barge and throughout the tug via the interconnecting locking pins and straight up the tower and into the wheelhouse.

On reflection, my perception of the Caribbean was similar to the impression I held of the west coast of California until I had a chance to experience it firsthand—that of a peaceful body of water with light winds and a warm, pleasant climate. The reality is the sun may be shining as the vacation brochures portray; but, you can bet the wind is generally ripping as well, particularly in the afternoon. In the Caribbean, we need only fly the national ensign of our host country a few times before they become frayed and tattered, even though they are constructed of a heavy nylon fabric.

We arrived off Sint Nicolaas Baai, Aruba on the morning of the 18th, tendered our notice of readiness to load cargo and learned we would not have a berth until the following day. We cruised back and forth under Aruba's southwest coastline, approximately 1½ miles offshore between Manshebu and Punt Basora.

At 0350 on the 19th, we were told over the VHF radio to start in around 0500 that morning.

Sint Nicolaas Baai is really a small cove with an entrance reef that has been augmented by building a manmade breakwater stretching three-quarters of a mile across the top at its mouth, giving the harbor two entrances. You enter the southwest channel by lining up on a set of red range lights on a course of 083°44'. (When you depart, you leave via the southeast channel, then make a sharp right turn to open ocean.) Once inside, you have three finger pier docks that can accommodate tankers up to 800 feet. VLCCs have a reef berth just north of the port.

There is a westerly set to the current, and with the predominant easterly wind, you have to hold a pretty good right rudder to keep from being set sideways to the left and onto the beach. The pilots pick up the vessel just outside the breakwater. The coastal refinery keeps a fleet of several tugs stationed at Aruba, and they are available for ship assists.

The refinery largely supports the economy of Sint Nicolaas. I was told in the intervening years between its closure and subsequent reopening, the town's businesses suffered and many closed.

On the northwest side of the island, in Oranjestad, a large tourist industry—complete with casinos, beaches and shopping malls—has developed, which helps diversify the island's overall economy. Architecturally, they try to give the buildings that Dutch Amsterdam motif look of narrow buildings with gingerbread encrusted eaves lined up tightly

against one another.

The island has a dry, desert-like climate with many cactus plants and fan trees whose leaves and branches stream off to the southwest because of the strong prevailing northeasterly trade winds constantly blowing on them. The island is Dutch, but semi-autonomous. Venezuela is only 15 nautical miles to the south from shore to shore, and the American economic influence is strongly felt, with English widely spoken and American dollars universally accepted as are the local florins (\$1.00 equals 1.75 florins).

You can find American fast food here such as McDonald's, Wendy's and Subway. The telephone service to the United States is not convenient to use, though. It relies on a phone card that you insert and watch as it quickly evaporates before your eyes and invariably disconnects your call.

There was a further delay in our original loading orders, so we were loaded with No. 6 oil and dispatched to Colón, Panama. This was a 640-mile run (one way) for us.

Loaded to 29 feet, we rode easy with the strong E-ESE winds and 8-10 foot seas on our stern. On our arrival at Colón, we were told to anchor near the '4E' Buoy in the inner anchorage inside the breakwater. It took about two hours to clear customs and have a pilot board us.

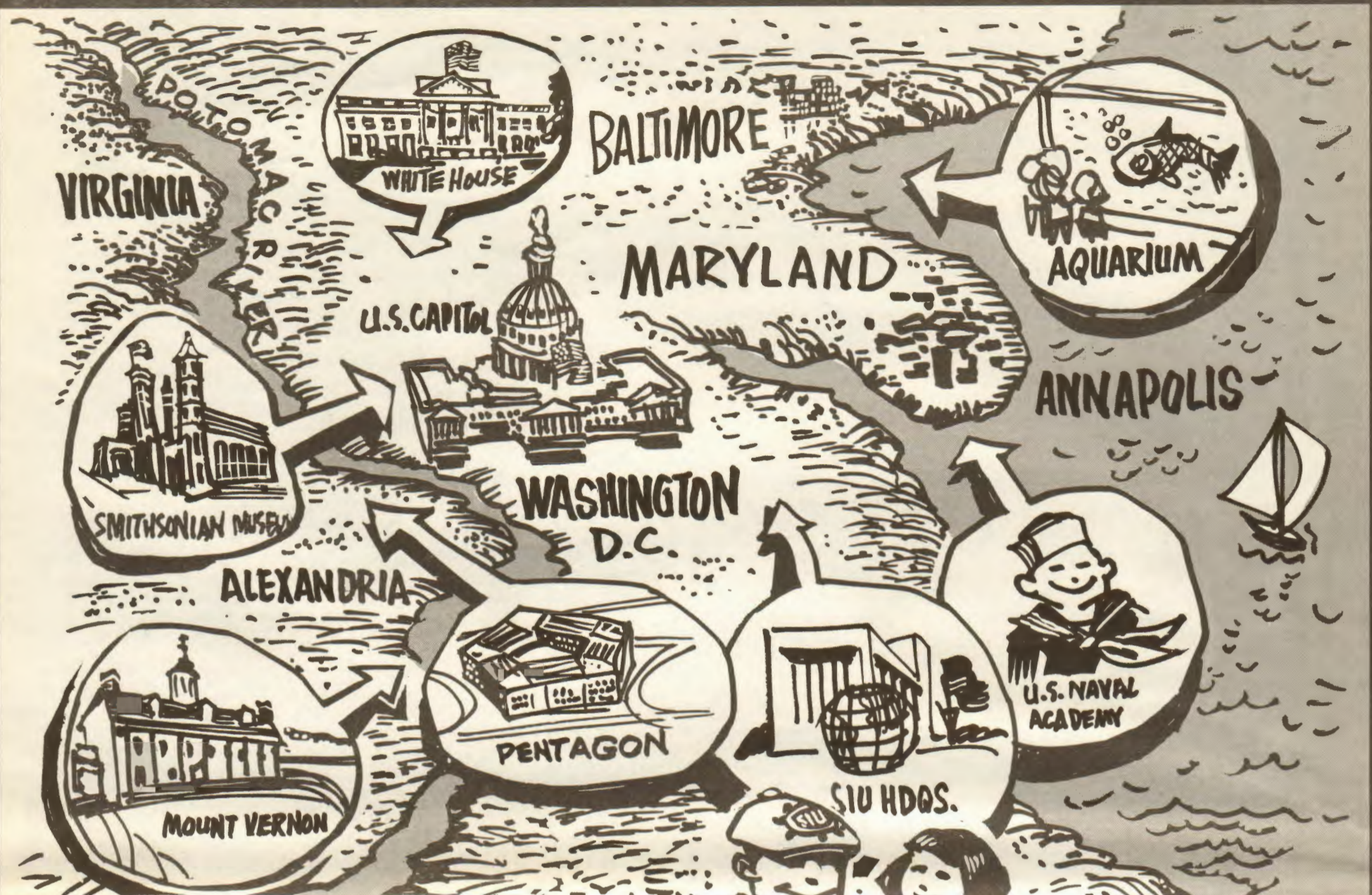
The pilot was American and maintains a home in the Tampa, Fla. area. He told me he has worked as a Panama Canal pilot since 1969 except for a couple years that he sailed as master for El Paso on one of their LNG ships. He brought with him a Panamanian deputy pilot, no doubt in training for the day when total control of the canal will revert to Panama.

*Henry Gamp's article of life on an articulated tug/barge and the tracking of a tropical storm's development into Hurricane Cesar, will be continued in a future issue of the Seafarers LOG.*



Whether the job is transferring asphalt or the occasional load of heavy oil, Tankerman E.W. Larson is prepared.

# Center Your Vacation Around Piney Point



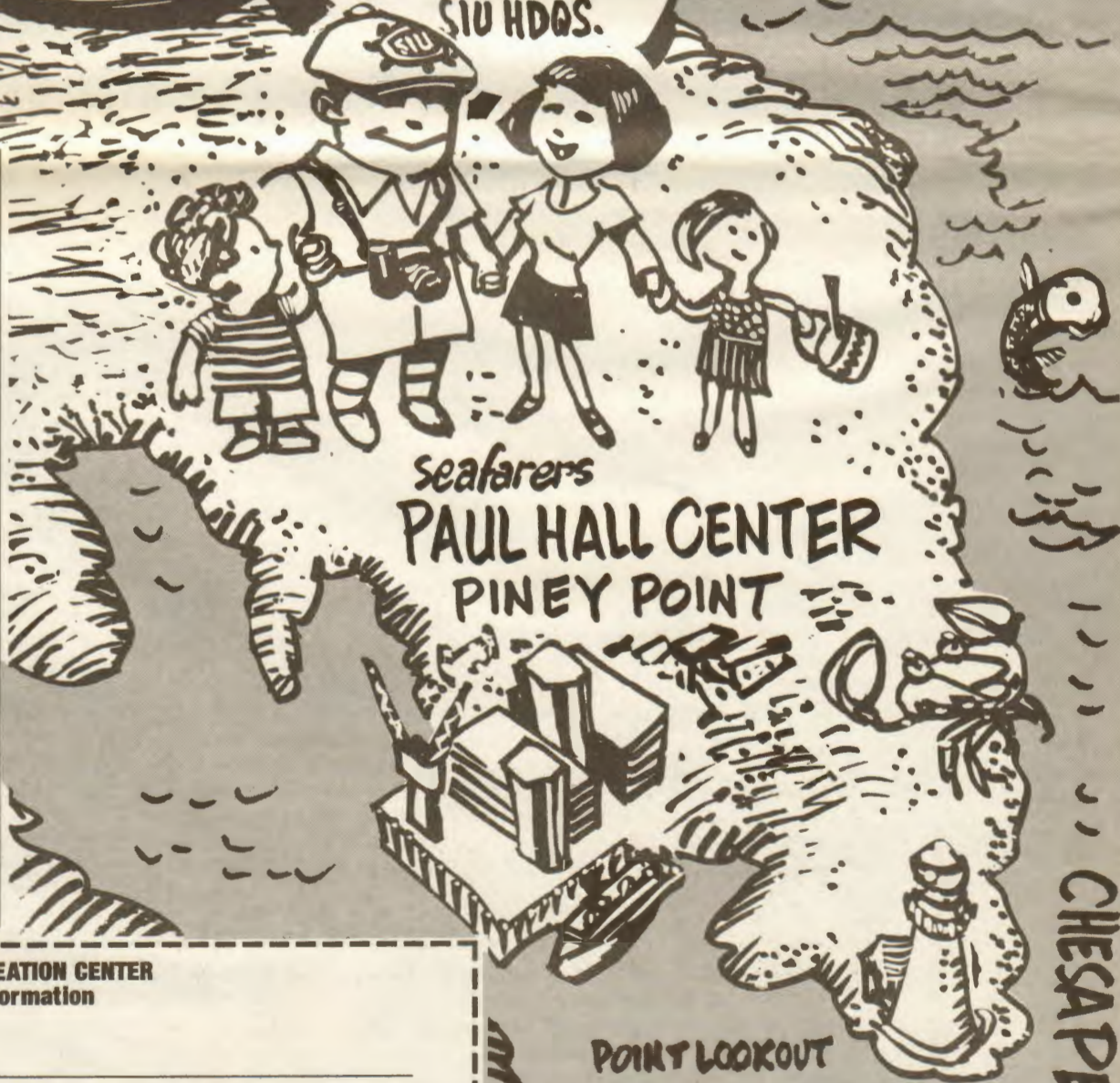
The Lundeberg School is the perfect location from which to base a summer vacation. Located in Southern Maryland's St. Mary's County, which is surrounded by 400 miles of shoreline, the Paul Hall Center offers many activities for vacationing Seafarers and their families. The facility provides a health spa, tennis courts, Olympic-size swimming pool, sailboats and miles of beautiful landscape for peaceful walks or picnics.

For those who wish to venture outside the gates of the facility, Washington, D.C., Baltimore and Alexandria, Va. are short distances away, offering many historic and educational sights that every member of the family can enjoy.

But within Southern Maryland itself, there are

many events planned for the summer months. In June, for example, crafts fairs, family concerts, a rose show, strawberry festival, soap box derby, golf championship and civil war reenactments are scheduled. July includes more of the same plus Independence Day celebrations, crab feasts, an ice cream festival, quilt show and banjo concert. Or if you choose to take your vacation in August, you may enjoy a butterfly show, a horse tournament, peach festival, boat show, state fair or seafood festival.

These are just a fraction of the many activities going on this summer in Southern Maryland. By taking advantage of the vacation package benefit—available only to Seafarers and their families—you, too, can be right in the center of all the activity.



## 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: 1st choice: \_\_\_\_\_ 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_

(Stay is limited to a maximum of two weeks)

Date of departure: \_\_\_\_\_

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

5/97

### 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. The prices listed above include all meals.

# Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1997

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	27	20	6	20	16	3	11	43	28	8
Philadelphia	6	4	1	3	5	2	1	8	2	0
Baltimore	8	3	0	4	2	1	0	15	7	0
Norfolk	11	13	3	12	13	4	3	15	12	4
Mobile	9	10	0	6	6	0	0	19	12	0
New Orleans	31	12	2	16	10	3	7	44	20	1
Jacksonville	27	21	4	25	10	3	11	47	28	12
San Francisco	14	14	1	11	12	0	7	37	18	3
Wilmington	15	15	4	11	10	2	2	30	33	11
Seattle	24	14	0	23	11	0	15	44	32	1
Puerto Rico	9	2	1	9	3	1	10	20	4	4
Honolulu	7	10	6	9	17	4	4	13	12	4
Houston	24	20	4	25	21	2	17	35	32	7
St. Louis	1	0	0	1	0	0	0	5	1	0
Piney Point	2	2	0	2	2	0	0	2	2	1
Algonac	2	2	0	2	3	0	0	1	2	0
<b>Totals</b>	<b>217</b>	<b>162</b>	<b>32</b>	<b>179</b>	<b>141</b>	<b>25</b>	<b>88</b>	<b>378</b>	<b>245</b>	<b>56</b>
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
	ENGINE DEPARTMENT									
New York	13	7	1	6	3	1	1	30	20	1
Philadelphia	4	3	1	3	3	1	1	4	5	0
Baltimore	5	4	0	1	1	1	0	9	7	0
Norfolk	2	6	1	3	9	2	1	7	12	2
Mobile	7	7	1	9	2	0	0	11	11	1
New Orleans	13	8	3	5	7	2	2	16	13	2
Jacksonville	16	10	0	8	4	1	5	30	23	1
San Francisco	8	8	1	10	2	0	3	12	18	2
Wilmington	5	9	1	3	7	2	2	12	13	2
Seattle	19	10	0	13	4	0	3	28	16	0
Puerto Rico	5	3	0	2	6	0	1	8	3	1
Honolulu	5	4	4	2	8	4	2	9	6	5
Houston	12	12	2	12	6	2	6	27	21	6
St. Louis	2	1	2	2	1	1	0	3	1	1
Piney Point	2	3	1	1	2	1	2	2	4	0
Algonac	0	1	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>118</b>	<b>96</b>	<b>18</b>	<b>80</b>	<b>65</b>	<b>18</b>	<b>29</b>	<b>208</b>	<b>174</b>	<b>24</b>
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
	STEWARD DEPARTMENT									
New York	13	9	0	7	5	0	1	21	14	0
Philadelphia	1	1	0	2	0	0	0	2	3	0
Baltimore	1	1	0	3	1	0	0	2	2	0
Norfolk	7	6	4	8	4	3	2	9	12	7
Mobile	16	3	0	4	0	0	0	18	4	0
New Orleans	8	10	4	3	6	1	1	13	14	3
Jacksonville	17	7	2	13	2	0	6	28	9	2
San Francisco	25	3	0	21	3	0	7	50	15	1
Wilmington	17	5	1	6	2	0	1	29	7	2
Seattle	26	3	1	12	1	0	3	45	6	1
Puerto Rico	2	0	2	2	1	0	2	6	2	2
Honolulu	13	4	4	12	3	5	22	18	7	7
Houston	17	4	0	13	1	0	5	20	11	2
St. Louis	1	0	0	0	0	0	0	3	0	0
Piney Point	4	4	0	0	3	0	1	6	3	0
Algonac	0	0	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>168</b>	<b>60</b>	<b>18</b>	<b>106</b>	<b>33</b>	<b>9</b>	<b>51</b>	<b>270</b>	<b>109</b>	<b>27</b>
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
	ENTRY DEPARTMENT									
New York	8	24	8	5	22	1	0	15	49	22
Philadelphia	1	2	1	0	0	0	0	1	3	3
Baltimore	0	2	5	0	2	2	0	0	5	3
Norfolk	1	11	10	0	8	3	0	4	22	24
Mobile	0	8	0	0	2	0	0	2	15	1
New Orleans	3	15	7	3	8	4	0	9	15	14
Jacksonville	4	10	9	2	11	7	0	4	20	19
San Francisco	5	10	1	0	11	3	0	17	29	4
Wilmington	6	8	6	2	4	2	0	12	20	8
Seattle	10	15	3	4	6	3	0	15	28	3
Puerto Rico	1	9	3	1	3	0	0	7	10	9
Honolulu	12	39	56	4	36	54	0	14	43	51
Houston	2	10	6	1	14	0	0	3	15	12
St. Louis	0	1	0	0	0	0	0	0	3	0
Piney Point	1	8	8	0	6	7	0	1	11	1
Algonac	0	1	1	0	0	1	0	0	1	0
<b>Totals</b>	<b>54</b>	<b>173</b>	<b>124</b>	<b>22</b>	<b>133</b>	<b>87</b>	<b>0</b>	<b>104</b>	<b>289</b>	<b>174</b>
<b>Totals All Departments</b>	<b>557</b>	<b>491</b>	<b>192</b>	<b>387</b>	<b>372</b>	<b>139</b>	<b>168</b>	<b>960</b>	<b>817</b>	<b>281</b>

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

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

## June & July 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: June 2, July 7  
 New York .....Tuesday: June 3, July 8  
 Philadelphia .....Wednesday: June 4, July 9  
 Baltimore .....Thursday: June 5, July 10  
 Norfolk.....Thursday: June 5, July 10  
 Jacksonville.....Thursday: June 5, July 10  
 Algonac.....Friday: June 6, July 11  
 Houston.....Monday: June 9, July 14  
 New Orleans .....Tuesday: June 10, July 15  
 Mobile.....Wednesday: June 11, July 16  
 San Francisco.....Thursday: June 12, July 17  
 Wilmington .....Monday: June 16, July 21  
 Tacoma.....Friday: June 20, July 25  
 San Juan .....Thursday: June 5, July 10  
 St. Louis.....Friday: June 13, July 18  
 Honolulu .....Friday: June 13, July 18  
 Duluth .....Wednesday: June 11, July 16  
 Jersey City .....Wednesday: June 18, July 23  
 New Bedford.....Tuesday: June 17, July 22

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

### Personals

#### THOMAS BIRAGO

Please call Michelle as soon as possible at (410) 795-9002.

#### JEREL W. CHAMBERLAIN

Jane K. Whitney last received a letter from Jerel Chamberlain in February 1996 from aboard the USNS Littlehales. She would like to locate him again. Anyone knowing his whereabouts may write her at 11500 Summit West Blvd., Apt. 45F, Tampa, FL 33617.

#### HAMOD DAHBALI

Please contact Abdol Dahbali at 334 E. 100th St., 3B, New York, NY 10029; or telephone (212) 987-9256.

#### RAEFFAELE ESPOSITO (of Brooklyn) JOSEPH SADA (of Pennsylvania) ALDRED CARNES (of Dayton, Ky.)

John H. Whitley would like to hear from the above men, who were his shipmates on the SS Eloy Alfaro when it sailed to Murmansk, Russia during World War II. Please write him at 1070 Childs Street, Greenfield, OH 45123-9477.

#### GEORGE GARNETT RUSSELE

Anyone with any information on George Garnett Russele, please contact Diane Russele at (301) 808-7721, or write 9012 South Cherry Lane, Upper Marlboro, MD 20774.

# MARITIME DAY MAY 22, 1997

In memory of  
American seafarers  
who lost their lives  
in service  
to their country.

## Seafarers International Union Directory

**Michael Sacco**  
President

**John Fay**  
Executive Vice President

**David Heindel**  
Secretary-Treasurer

**Augustin Tellez**  
Vice President Contracts

**George McCartney**  
Vice President West Coast

**Roy A. "Buck" Mercer**  
Vice President Government Services

**Jack Caffey**  
Vice President Atlantic Coast

**Byron Kelley**  
Vice President Lakes and Inland Waters

**Dean Corgey**  
Vice President Gulf Coast

### HEADQUARTERS

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

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

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

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

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

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

**JACKSONVILLE**  
3315 Liberty St.  
Jacksonville, FL 32206  
(904) 353-9887

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

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

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

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

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

**NORFOLK**  
115 Third St.  
Norfolk, VA 23510  
(757) 622-1892

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

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

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

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

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

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

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

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

## Dispatchers' Report for Great Lakes

MARCH 16 — APRIL 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	34	3	0	3	0	0	31	3
<b>ENGINE DEPARTMENT</b>									
Algonac	0	15	2	0	4	0	0	11	2
<b>STEWARD DEPARTMENT</b>									
Algonac	0	9	3	0	0	0	0	9	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	29	10	0	6	0	0	23	10
<b>Totals All Depts</b>	<b>0</b>	<b>87</b>	<b>18</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>

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

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

## Dispatchers' Report for Inland Waters

MARCH 16 — APRIL 15, 1997

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
<b>DECK DEPARTMENT</b>									
Atlantic Coast	7	0	0	3	0	0	12	2	0
Gulf Coast	1	3	7	1	0	4	8	3	12
Lakes, Inland Waters	44	0	0	17	0	0	27	0	0
West Coast	4	1	6	16	0	4	11	2	22
<b>Totals</b>	<b>56</b>	<b>4</b>	<b>13</b>	<b>37</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>7</b>	<b>34</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	0	1	0	0	1	0	1	0	1
Lakes, Inland Waters	13	0	0	7	0	0	6	0	0
West Coast	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>3</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	1	0	0	0	0	0	3
Lakes, Inland Waters	5	0	0	3	0	0	2	0	0
West Coast	0	0	0	1	0	0	2	1	6
<b>Totals</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>9</b>
<b>Totals All Depts</b>	<b>77</b>	<b>5</b>	<b>14</b>	<b>49</b>	<b>1</b>	<b>8</b>	<b>73</b>	<b>9</b>	<b>46</b>

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

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

## PIC-FROM-THE-PAST

George Andrew O'Berry, 69, joined the SIU in 1946 in the port of Mobile, Ala., sailing in the steward department. In 1947, he signed on the *Alcoa Pointer*—"back in the days when Alcoa was using the SIU and the good old American flag."

The ship loaded general cargo bound for the Caribbean. After discharging its cargo, the crew loaded bauxite in Georgetown, British Guiana to be discharged in Port Alfred, Canada, and arrived in Halifax, Canada on Christmas Day, 1947. "In addition to snow already on the ground, it snowed another 36 inches before it stopped. New York City had 27 inches of snow at the same time."

The 82-day trip was skippered by Captain Peterson. (O'Berry, who retired in 1983 and makes his home in Philadelphia, Miss., is the one standing on the left with the black coat.)



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





Two recertified bosuns are among the 15 Seafarers announcing their retirements this month.

Representing more than 80 years of active union membership, Recertified Bosuns **Elmer D. Baker** and **Jerry Lee Bass** are graduates of the highest level of training available to members in the deck department at the Lundeberg School in Piney Point, Md.

Including the two recertified graduates, four of those signing off sailed in the deep sea division; six navigated the inland waterways; four plied the Great Lakes; and one worked in the railroad marine division.

The most popular area of retirement for this month's retiring Seafarers is the East Coast, where seven make their homes. Four each have retired to the Midwest and Gulf states.

The oldest retiring member this month is inland member Captain **John D. Lynch**. He is 69.

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

#### DEEP SEA

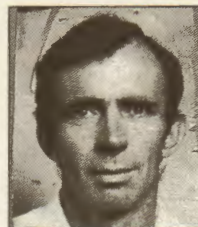


**ELMER D. BAKER**, 65, began sailing with the Seafarers in 1955 from the port of Baltimore. His first ship was the *Marore*, operated by Ore Navigation. Brother Baker sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1974. The North Carolina native served in the U.S. Army from 1951 to 1953. Brother Baker signed off the *Overseas New York* in 1992 and makes his home in Hitchcock, Texas.

**JERRY LEE BASS**, 60, first sailed with the SIU in 1955 aboard the *Ocean Joyce*. A native of Texas, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program



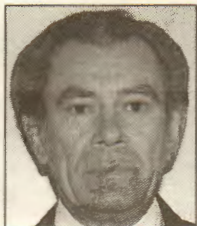
in 1981. Prior to retiring to Houston, Brother Bass signed off the *HMI Petrochem*.



**ELKIN KENT**, 59, graduated from the Andrew Furuseth Training School in 1962 and

joined the Seafarers in the port of New Orleans. His first ship was the *Margarett Brown*. A native of Florida, he sailed in all three departments. From 1955 to 1958, he served in the U.S. Navy. Brother Kent last sailed aboard the *Humacao*, operated by NPR, Inc. He resides in Picayune, Miss.

**SERAFIN MILLA**, 65, began sailing with the SIU in 1959 from the port of Houston. Brother Milla first sailed aboard the *Del Viento*. The Honduran native sailed in the deck department. His last ship was the *Overseas Arctic*. Brother Milla makes his home in Houston.



#### INLAND

**ROYCE M. CARAWAN**, 62 first sailed with the Seafarers in 1962 from the port of Norfolk, Va. Born in North Carolina, he sailed in the deck department and upgraded at the Lundeberg School. Boatman Carawan sailed primarily on tugs operated by Allied Towing Corp. From 1952 to 1955, he served in the U.S. Navy. He makes his home in Scranton, N.C.



**DONALD G. EPP**, 62, started his career with the SIU in 1961 in the port of Philadelphia. A native of Pennsylvania,

he sailed in the steward department, primarily on vessels operated by Taylor & Anderson. From 1958 to 1959, he served in the U.S. Army. Boatman Epp has retired to Wildwood Crest, N.J.

**JOHN D. LYNCH**, 69, began sailing with the Seafarers in 1957 from the port of Philadelphia. The

Pennsylvania native last sailed in 1988 as a captain aboard vessels operated by McAllister Brothers. Boatman Lynch continues to make his home in Philadelphia.



**BERT J. MCCURDY JR.**, 62, joined the SIU in 1974 in the port of Mobile, Ala. The Alabama native worked



in the engine department. Boatman McCurdy worked primarily for Dravo Basic Materials. He makes his home in Pace, Fla.

**FRANK NILSEN**, 62, began sailing with the Seafarers in 1968 in the port of Philadelphia. Born in Norway, he sailed in the steward department, primarily aboard vessels operated by Maritrans. Boatman Nilsen signed off the *Fort Holabird* in 1991 and resides in Berlin, Md.



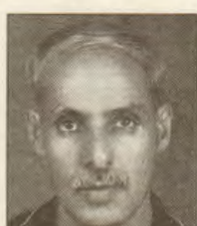
**GEORGE A. REYNOLDS**, 62, started his career with the SIU in 1976 in the port of Norfolk, Va. after serving 20 years in the



U.S. Navy. The Oklahoma native sailed as a member of the deck department. He last served aboard vessels operated by Allied Towing. Boatman Reynolds makes his home in Altoona, Pa.

#### GREAT LAKES

**JAMES L. ANDRZEJEWSKI**, 56, joined the Seafarers in 1963 in the port of Alpena, Mich. A member of the deck department, he last sailed as a wheelsman. The Michigan native worked primarily on National Gypsum Cement Division vessels. Brother Andrzejewski makes his home in Alpena, Mich.



**HUSSEIN SAID**, 57, started his career with the SIU in 1969 in the port of Detroit. Born in Yemen, he became a U.S.

citizen. Brother Said sailed in the deck department. His last ship was the *H. Lee White*, operated by American Steamship Co. Brother Said lives in Dearborn, Mich.

## Welcome Ashore

Each month, the *Seafarers LOG* pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

**DWIGHT F. SELL**, 65, joined the Seafarers in 1973 in the port of Alpena, Mich., first sailing aboard the



*J.A.W. Iglehart*. Born in Kentucky, he sailed with Huron Portland Cement and National Gypsum Co. and then with Inland Lakes Management. Brother Sell worked as a second cook until 1996, when he signed off the *Paul H. Townsend*. Brother Sell has retired to Alpena, Mich.

**NAGI K. SOOFI**, 65, began sailing with the SIU in 1966 in the port of Detroit aboard the *Gartland*. A native of Yemen, he sailed in the steward department.



Brother Soofi last sailed aboard the *Nicolet*, operated by American Steamship Co. He makes his home in

Detroit.

#### RAILROAD MARINE

**ABELE F. NICOLICH**, 62, joined the Seafarers in 1960 in the port of New York. Born in Yugoslavia, he began sailing aboard deep sea vessels as a member of the deck department. He later transferred to the railroad marine division. He last worked for Penn Central Marine Division. Brother Nicolich has retired to Astoria, N.Y.

## Labor News

### Poll Reveals More Americans Favor Union Organizing and Activities

A poll released in February by Peter Hart Research reveals that working Americans view union organizing in a more positive manner as compared to the attitude held 13 years ago.

The research firm discovered that 44 percent of workers state they would support forming a union as well as other union activities in their workplace. That figure is up from a 30 percent figure of those surveyed in 1984. The poll also reveals that support for unions among African-Americans, Latinos, women and younger workers has increased.

Additionally, workers are more concerned about "corporate irresponsibility," with 70 percent of the public feeling that corporations have too much power in the economy, according to the Hart Research poll.

### NAFTA Trucks Pose Safety Hazards on U.S. Highways

According to the International Brotherhood of Teamsters (IBT), current provisions of the North American Free Trade Agreement (NAFTA) pose significant safety hazards by allowing freight vehicles from Mexico to travel on U.S. highways.

Recently, the IBT organized a border inspection in Laredo, Texas, where as many as 4,500 trucks enter onto U.S. highways every day. The union found that virtually no safety inspections were being conducted on trucks crossing the border into the U.S.

"There is no enforcement at the border," Ron Carey, president of the IBT, stated in hearings on NAFTA conducted by the House International Economic Policy and Trade Subcommittee.

In a related study, the General Accounting Office (GAO) discovered that as few as 25,000 inspections were conducted on three million trucks leaving Mexico last year. An average of 45 percent of those that were inspected were taken out of service due to serious safety violations, said the GAO.

In March, a Mexican truck crashed into a row of cars and killed four people in Los Angeles. On April 1, the Los Angeles City Council drafted a resolution asking President Clinton to establish restrictions on trucks entering the U.S. as part of NAFTA. Similar restrictions have been requested by 201 members of Congress who note job, safety and environmental concerns surrounding trucking provisions of the trade agreement.

Meanwhile, the NAFTA Accountability Act was recently introduced in the House of Representatives by Rep. Marcy Kaptur (D-Ohio) and Rep. Duncan Hunter (R-Calif.). The legislation calls for the U.S. to withdraw from NAFTA if the treaty continues its adverse impact on the country.

Kaptur noted that NAFTA's environmental side agreement is "pitifully inadequate" and the labor side agreement is "non-functional. And now Mexico is pressuring us to open our borders further to its trucks, despite unanswered doubts about safety regulation, driver training, and drug-smuggling that is out of control."

### Unions Connect Schools to Internet

On April 19, members of the Communications Workers of America (CWA), International Brotherhood of Electrical Workers (IBEW) and American Federation of Teachers (AFT) helped connect 15 U.S. schools to the internet. The schools, located in low-income, rural and urban communities across the nation, were part of the third annual "Netday." The event wires classrooms across America to the "information superhighway" and to one another.

Active and retired union members participated in the nationwide event. While CWA and IBEW members wired the schools, AFT members designed training programs to help instructors incorporate internet use into their lesson plans.

The unions have been active in connecting more than 500 schools nationwide to the internet since President Clinton initiated "Netday" three years ago.

### Like Father, Like Son

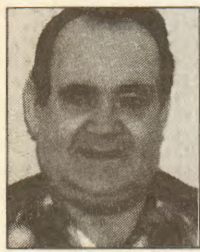


SIU member Ryan Webster (right), recently signed on aboard the *USNS Victorious* as an OS while his father, Third Assistant Engineer Teddy Webster (left), also came aboard the same ship to work. In the middle is their first voyage together. With them is Captain J.M. Murphy, master of the surveillance vessel.

# Final Departures

## DEEP SEA

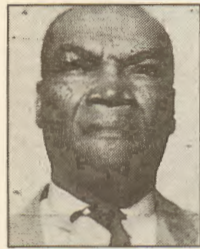
### EDWARD P. ACHEE



Edward P. Achee, 69, died January 16. Brother Achee first sailed with the SIU in 1951 aboard the *Alcoa Puritan*. The Louisiana native sailed in

the deck department. Prior to upgrading to a licensed officer, he last sailed with the SIU in 1978 aboard the *Achilles*, operated by Newport Tankers.

### GEORGE D. ALEXANDER



Pensioner George D. Alexander, 100, passed away March 25. Born in the British West Indies, he was a charter member of the SIU, having

begun sailing with the union in 1938 from the port of New York. He sailed as a cook and butcher. Brother Alexander was a resident of Brooklyn, N.Y. and began receiving his pension in April 1970. Up until his death, Brother Alexander would often walk to the Brooklyn hall to talk with fellow Seafarers.

### MILFORD E. ALEXANDER



Pensioner Milford E. Alexander, 93, passed away February 22. A charter member of the Seafarers, he joined the union in 1939 in the port of

New Orleans. The Louisiana native sailed in the steward department and upgraded at the Lundeberg School in Brooklyn, N.Y. Brother Alexander began receiving his pension in June 1972.

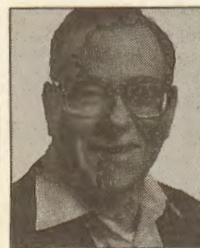
### ROBERT L. BENSON



Robert L. Benson, 57, died March 13. Born in Idaho, he joined the Seafarers in 1968 in the port of Seattle. Brother Benson worked in the

engine department and last sailed as a chief electrician.

### HERBERT D. BRAUNSTEIN



Pensioner Herbert D. Braunstein, 74, died March 9. He started his career with the SIU in 1943 in his native New York. He sailed in the deck

department and upgraded at the Lundeberg School in Piney Point, Md., where he completed the bosun recertification course in 1975. Brother Braunstein was a resident of St. George, Wash. He retired from the union in October 1978.

### CLARENCE L. BRITTON

Pensioner Clarence L. Britton, 70, died March 20. Born in Texas, he joined the Marine Cooks & Stewards (MC&S), before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Britton lived in Richmond, Calif. and began receiving his pension in November 1969.

### DIONICIO S. CASTILLO

Pensioner Dionicio S. Castillo, 62, passed away March 14. A native of the Philippines, he began sailing with the MC&S in 1968 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Castillo upgraded to chief cook at the Lundeberg School. From 1955 to 1959, he served in the U.S. Air Force. He began receiving his pension in June 1996.

### WOODY DRAKE



Pensioner Woody Drake, 73, died March 12. A native of Alabama, he began sailing with the Seafarers in 1952 from the port of New

York. His first vessel was the *Feltore*. Brother Drake sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1974. A veteran of World War II, he served in the U.S. Air Force from 1940 to 1945. Brother Drake lived in Lacey, Wash. He retired in May 1986.

### LEO FONTENOT



Pensioner Leo Fontenot, 66, passed away March 15. Brother Fontenot first sailed with the SIU in 1953 aboard the *Queenston*

*Heights*, a vessel operated by Seatrade. The Louisiana native sailed in the deck department and attended an educational conference in 1970 at the Lundeberg School. Brother Fontenot was a resident of New Orleans. He began receiving his pension in October 1982.

### FRANK J. HALL



Pensioner Frank J. Hall, 79, died February 27. A native of Ohio, he started his career with the Seafarers in 1944 in the port of Norfolk, Va. Brother Hall

sailed in the steward department. The Lakewood, Colo. resident retired in September 1979.

### DOMINGO A. ORTIZ



Pensioner Domingo A. Ortiz, 71, passed away March 8. Born in Puerto Rico, he joined the SIU in 1943 in the port of New

York. Brother Ortiz worked in the steward department and upgraded at the Lundeberg School, last sailing as a chief cook. Brother Ortiz began receiving his pension in August 1988.

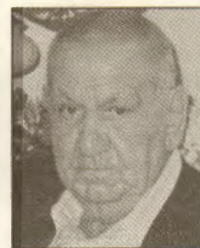
### FRANK L. REYNOLDS



Frank L. Reynolds, 64, died March 7. He started his career with the Seafarers in 1951 in the port of Lake Charles, La.

aboard the *Fort Hoskins*, operated by Interocean Management. A native of Texas, he sailed in the deck department. From 1952 to 1958, Brother Reynolds served in the U.S. Army.

### MICHAEL J. STIGLIC



Pensioner Michael J. Stiglic, 87, passed away March 13. A native of Illinois, he joined the SIU in 1960 in the port of Detroit.

Starting out in the Great Lakes division, he later transferred to deep sea vessels and sailed as a member of the engine department. Brother Stiglic was a resident of Toledo, Ohio. He began receiving his pension in September 1974.

### BASILIOUS C. TYNDYK



Pensioner Basilious C. Tyndyk, 88, died February 20. Born in New York, he joined the MC&S in 1939, before that union merged

with the SIU's AGLIWD. His first ship was the *Monterey*, and prior to his retirement in July 1968, he signed off the *President Wilson*, a vessel operated by American President Lines.

## INLAND

### MANFREDO V. CIAMPI



Pensioner Manfredo V. Ciampi, 80, passed away December 28, 1996. Born in Maine, he began sailing with the Seafarers in 1951

from the port of Boston aboard the *Potrero Hills*, operated by Mar Trade. Boatman Ciampi sailed in the steward department and upgraded at the Lundeberg School, last sailing as a chief cook. He also sailed in the deep sea division. During the World War II years of 1942 to 1944, he served in the U.S. Army. Boatman Ciampi began receiving his pension in September 1982.

### JAMES E. DAVENPORT

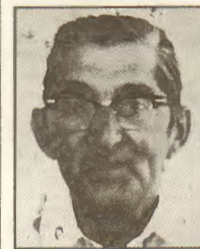
Pensioner James E. Davenport, 86, died February 24. A native of Virginia, he joined the SIU in 1971



in the port of Baltimore. Boatman Davenport sailed as a chief engineer, primarily on vessels operated by Curtis Bay Towing. He

retired in March 1980.

### FRANK HANSEN



Pensioner Frank Hansen, 80, passed away February 25. Boatman Hansen joined the Seafarers in 1961 in the port of Philadelphia. A native of

Pennsylvania, he sailed as a captain and began receiving his pension in October 1979.

### STANLEY J. KAZMIERSKI



Pensioner Stanley J. Kazmierski, 64, died March 7. A native of Pennsylvania, he started his career with the SIU in 1961 in the port of

Philadelphia. Boatman Kazmierski

sailed in the deck department. He retired in August 1974.

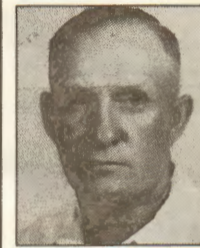
### GENE R. NUNLEY

Pensioner Gene R. Nunley, 65, passed away March 30. Boatman Nunley began his career with the Seafarers in 1970. The Virginia native sailed primarily aboard Curtis Bay Towing vessels as a harbor pilot captain. He served in the U.S. Navy during the Korean and Vietnam wars. Boatman Nunley lived in Bradenton, Fla. and began receiving his pension in November 1993.

### DONALD D. PINCKNEY

Pensioner Donald D. Pinckney, 85, passed away March 2. Born in Washington, he joined the Seafarers in 1963 in the port of Port Arthur, Texas. Boatman Pinckney sailed as a captain. He began receiving his pension in January 1974.

### HAROLD W. POST



Pensioner Harold W. Post, 76, passed away February 4. Brother Post started his career with the Seafarers in 1968 in the port of Philadelphia.

The Virginia native worked in the deck department, last sailing as a barge captain. From 1941 to 1964, he served in the U.S. Coast Guard. Brother Post retired in May 1984.

## Mayaguez Captured in 1975

Continued from page 9

United States will insist upon the fair, civilized treatment of its citizens and property within the terms of international law. In behalf of the Seafarers International Union, whose members man the *Mayaguez*, our thanks

for a job well done."

In his response, President Ford wrote in part, "America has demonstrated its resolve to protect its shipping against such hostile and illegal acts wherever they may occur. I deeply appreciate your taking the time to let me know of your support."



This photograph from the June 1975 *Seafarers LOG* pictures four *Mayaguez* crewmembers back aboard their vessel in Singapore. They are (from left) Messman Frank Pastrano, FOWT Carlos Guerrero, QMED Ray Friedler and FOWT Frank Conway.

## Sea-Land Reliance Carries Out Last Wishes of Brother Broaddus



The ashes of SIU Pensioner Jerry L. Broaddus were put to rest on March 5 from the stern of the *Sea-Land Reliance*. The ship's master led the crew during the memorial service. Brother Broaddus, who was 72 when he passed away on December 29, 1996, started his career with the Seafarers in 1943 in the port of Norfolk, Va. A native of Missouri, he sailed in the engine department. Seafarer Broaddus retired in January 1986.

# Digest of Shipboard Union Meetings

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

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

**DYNACHEM** (Hvide Marine), February 27—Chairman **Daniel Eckert**, Secretary **Oscar Angeles**, Educational Director **Ronnie Day**, Deck Delegate **Terrence Boney**, Engine Delegate **Chad Westouer**, Steward Delegate **Wendy Fearing**. Chairman informed crewmembers monthly movie allowance also being used toward purchase of gym equipment. He advised crew of payoff in port of Texas City, Texas. Bosun explained how U.S. Coast Guard electronically maintains crew shipping records and advised everyone to take special care of all discharge papers. Educational director stressed importance of upgrading at Piney Point. He suggested all members donate to SPAD. No beefs or disputed OT reported. Chairman asked crewmembers to read president's report from *Seafarers LOG*. Crew requested new washing machine and thanked galley gang for job well done.

**GALVESTON BAY** (Sea-Land Service), February 2—Chairman **Don Hamrick**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Filiberto Moreira**, Steward Delegate **Alonzo Belcher**. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Bosun read letter of response from SIU VP Contracts **Augie Tellez** to suggestions made by crew in previous union meeting. Crewmembers noted laundry room sink clogged.

**GLOBAL LINK** (Transoceanic Cableship), February 2—Chairman **Mel Grayson Sr.**, Secretary **Brandon Maeda**, Educational Director **Thomas Betz**, Deck Delegate **Walter Oswald**, Engine Delegate **James P. Canada**. Chairman reported ice machine in pantry is being repaired and will be operational soon. He added television in crew lounge will be moved to adjust color and reception of picture. No beefs or disputed OT reported. Crewmembers discussed problems with last draw. Bosun suggested crewmembers write down grievances and present to proper shipboard department delegate. **AB J. Myers** extended special vote of thanks to steward department for good job. **OS Lovell Smith** reminded crew to separate coffee grinds from other refuse. Chairman thanked deck department for loading cable in record time. Chief Electrician **Betz** reminded crewmembers not to reset heating or cooling units without first checking with him. Crewmembers reported the ship sailed from St. Thomas, U.S.V.I. on January 24 to the Caribbean island of Monserrat for a cable repair. Upon arrival, crew was informed that 70 percent of the island inhabitants had fled following an eruption of the island's volcano. Crewmembers noted cable repair was only a few miles from shore and the situation was "beautiful but dangerous." Volcanic ash fell on the *Global Link* while the cable repair was conducted. Next port: Bombay, India.

**LIBERTY SUN** (Liberty Maritime), February 23—Chairman **Floyd Perry**, Secretary **Francesca Rose**, Educational Director **Charles Kirksey**, Deck Delegate **James Bynum**, Engine Delegate **Guadalupe Campbell**, Steward Delegate **Lonnie Bettis**. Chairman stated new microwave was received and chairs from crew lounge are scheduled to be reupholstered in port of Galveston, Texas. Secretary and educational director reminded crew to upgrade at Lundeberg School. Treasurer announced \$290 in ship's movie fund. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew asked contracts department for information concerning vacation time while working aboard Liberty Maritime vessels. Bosun announced payoff upon arrival in port of Galveston. Crew noted mates have been working with crane. Crew inquired about pay during time ship was in layup.

**USNS SILAS BENT** (Dyn Marine), February 3—Chairman **Mike Ahearn**, Secretary **Kevin Cushing**, Educational Director **Luis Amadeo**, Deck Delegate **John Wagner**. Chairman advised crewmembers of upcoming dry dock period between February 21 - 23. No beefs or disputed OT reported. Chairman urged all members signing off during shipyard stay to upgrade at Paul Hall Center. Bosun also encouraged crew to continue SPAD contributions.

**CHARLES L. BROWN** (Transoceanic Cable Ship), March 27—Chairman **Roger Reinke**, Secretary **Alan Roy Sim**, Educational Director **Joseph Stores**, Deck Delegate **Kevin Young**, Engine Delegate **Keith Williams**, Steward Delegate **Norman Cox III**. Chairman reported cable boxes received and distributed to anyone who requested one. He announced he is still awaiting TV remote for crew lounge, and parts are still on order for dryer and refrigerator. Bosun added air conditioning in crew mess is now working but advised crew not to "fiddle" with controls. He announced arrival of upright refrigerator. Unfortunately, it had the wrong power source and new one was ordered. Chairman reported payoff on Tuesday, April 1 on the bridge and draw on Thursday, April 3. Educational director discussed importance of Piney Point upgrading courses like the tanker operation/safety course, LNG safety & familiarization, fire-fighting and others. No beefs or disputed OT reported. Crewmembers discussed preparation and presentation of meals by galley gang. Chairman reported drain plugs received and will be distributed as soon as possible. He also read and explained transportation clause in contract to crewmembers. Next port: St. Thomas, U.S.V.I.

**GUAYAMA** (NPR, Inc.) March 23—Chairman **Richard Kidd**, Secretary **Richard Hicks**,

Educational Director **Ronald Smith**. Chairman announced new TV scheduled to arrive in next port. Chairman thanked SIU riding gang for good job done in cleaning tanks. He informed crewmembers of payoff upon arrival in port of San Juan, P.R. Secretary asked crew not to smoke in crew mess hall or crew lounge. No beefs or disputed OT reported. Steward asked crewmembers to keep plastics separate from regular trash. He also asked entire crew to keep noise down on second deck for crewmembers who are trying to sleep. Crew extended vote of thanks to steward department for jobs well done. Chief engineer reported letter will be sent to *Seafarers LOG* concerning fine work performed by SIU riding gang.

**HMI ASTRACHEM** (Hvide Marine), March 1—Chairman **Ben Bord**, Secretary **Luis Escobar**, Educational Director **Nelson Lazo**, Deck Delegate **Blair Baker**. Steward reported lounge chairs have been reupholstered but need to be put back together. Educational director urged all members to upgrade at Paul Hall Center as often as possible. No beefs or disputed OT reported. Chairman stated VCR has been repaired. Crew asked contracts department for information concerning OT rates for tank cleaning. Next port: Houston.

**LIBERTY SPIRIT** (Liberty Maritime), March 23—Chairman **Terry Cowans Sr.**, Secretary **Paul Stubblefield**, Educational Director **Charles Sandino**, Deck Delegate **Juan Rivas**, Engine Delegate **Isidro Palacios**, Steward Delegate **Anderson Jordan**. Chairman reminded crew to clean quarters for relief. No beefs or disputed OT reported. Crew requested clarification of contract language concerning day off with pay.

**LIBERTY STAR** (Liberty Maritime), March 9—Chairman **Hugo Dermody**, Secretary **Henry Jones**, Educational Director **Nathaniel Gaten**, Deck Delegate **Angel Rivera**, Steward Delegate **Eduardo Elemento**. Chairman reminded crewmembers to separate plastic and boxes from regular garbage. Secretary thanked crew for good voyage and for helping keep ship clean. He asked crewmembers to bring all safety gear and room keys with them to payoff. Secretary stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Charleston, S.C.

**LITTLEHALES** (Dyn Marine), March 23—Chairman **Paul Adams**, Secretary **Charles Fincher**, Educational Director **Martin Thurston**, Deck Delegate **David Hinson**, Engine Delegate **Joe Fabbiano**, Steward Delegate **Gerald Chance**. Chairman and crew discussed asking Dyn Marine for new movies, training books and magazines. Secretary extended special thanks to everyone who helped get the new TV and VCR. Educational director encouraged all members to take advantage of upgrading opportunities available at Paul Hall Center. Treasurer reported \$1,260 spent for new TV and VCR, with company donating \$900. No beefs or disputed OT reported. Steward noted ship is now receiving stores from *USS Concord* and quality and quantity is much better than using the local chandler. Chairman reported crew had an enjoyable cookout in Suda Bay and thanked all hands who

participated. Next port: Rhodes, Greece.

**LNG GEMINI** (ETC), March 9—Chairman **Philip Parisi**, Secretary **John Gibbons**, Engine Delegate **Thomas Flynn**, Steward Delegate **Patricia Ballance**. Chairman announced ship going into layup. He noted patrolman will meet crew in shipyard and reminded everyone to clean rooms prior to signing off. He added laundry bags will be placed in passageways for

**OVERSEAS VIVIAN** (Maritime Overseas), March 5—Chairman **Joseph Colangelo**, Secretary **Matthew Scott**, Educational Director **Charles Durden**, Deck Delegate **Thomas J. Vain Sr.**, Steward Delegate **Alan Barkley**. Crew requested copy of new contract. Chairman announced payoff in Jacksonville, Fla. and thanked crewmembers for jobs well done. Secretary commended crew for excellent work preparing for shipboard visit from representatives of

## Memorable Meals on the Maersk Constellation



The *Maersk Constellation* was in Concord, Calif. over the Christmas holidays. Helping make the seasonal meals memorable are (from left) Chief Cook **Umali Florencio**, SA **Shalbi Muckbil** and Chief Steward **Khamis Mageed** (who sent this photo to the LOG).

dirty linens. Educational director advised crew to continue upgrading at Lundeberg School. Treasurer announced \$470 in ship's fund. No beefs or disputed OT reported. Steward announced last shipboard meal will be served April 4. He wished all crewmembers a safe and happy trip. Crew thanked galley gang for job well done.

**MAYAGUEZ** (NPR, Inc.), March 13—Chairman **Albert Caudler**, Engine Delegate **Gillanni Vargas**. Crew asked contracts department to look into transportation pay by company. Crew thanked union officials in port of Santurce for shipboard visit and delivery of *Seafarers LOGs*. Educational director noted importance of SPAD donations and upgrading at Piney Point, Md. He also reminded members to continue to support union officials and SIU contracts. Treasurer noted crew took up collection for two union brothers whose mothers passed away recently. Entire crew sent sympathy wishes to the SIU members. Crew requested a copy of OT rates be sent to ship. Crew thanked galley gang for job well done. Crew especially thanked SIU officials and SIU President **Michael Sacco** for tireless fight in behalf of the entire maritime industry.

**OVERSEAS HARRIETTE** (Maritime Overseas), March 8—Chairman **James Cunningham**, Secretary **Norman Evans**, Educational Director **Lebaron Bumpers**, Deck Delegate **Irvin Crutchlow**, Engine Delegate **Steve Ondreako**, Steward Delegate **Roderick Gordon**. Chairman announced a thank you card from SIU President **Michael Sacco's** family, was received in response to the condolence letter sent to the family by the crew following the death of Executive SIU VP **Joseph Sacco**. Educational director reminded everyone to return movies before ship arrives in shipyard. No beefs or disputed OT reported. Crew thanked steward/ baker and chief cook for putting out fine meals. Ship heading for Greece.

the U. S. Government Accounting Office. Secretary noted officials left with very good impression of the SIU and the merchant marine after observing the entire crew at work for three days. He thanked crewmembers for cooperation and hard work during their shipboard stay. Educational director further advised members to upgrade skills at Paul Hall Center. Disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates.

**SEA-LAND ANCHORAGE** (Sea-Land Service), March 14—Chairman **Terry Murphy**, Secretary **Paul Calimer**, Educational Director **Mike Phillips**, Engine Delegate **Terry Cowans**, Steward **Joel Crow**. Secretary requested copy of contract from SIU headquarters and asked contracts department how much money is allowed for extra meals. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Crewmembers asked steward to order new pillows for crew quarters and a toaster oven for lounge. Next port: Tacoma, Wash.

**SEA-LAND DEVELOPER** (Sea-Land Service), March 21—Chairman **Dana Cella**, Secretary **Hans Schmuck**, Educational Director **William Hatchel**, Deck Delegate **Arne Eckert**, Steward Delegate **Ronald DeWitt**. Chairman and educational director urged members to donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to look into adding cost-of-living allowance to SIU pension at same percentage rate as the Social Security COLA. Steward advised crewmembers to keep laundry room and second level of ship clean. Crew requested information on new Seafarers Money Purchase Pension Plan be sent to ship. Crewmembers thanked galley gang for job well done. Next port: Tacoma, Wash.

## Inquiring Seafarer

**Question: What was your first or most memorable trip as an SIU member?**

(Asked of members at the SIU hall in Philadelphia.)



**Joseph Bidzilya, AB (retired)**—My first voyage was aboard the SUP tanker, the *Platte*

*Park*, going from Philadelphia to Baytown, Texas in 1948. I was 18 years old and I got very seasick. However, that was only the first day, and I went on to complete the coastwise trip which took about 14 days. My second ship was on a Liberty Ship, the *F. Marian Crawford*, a Waterman vessel. We took a load of grain to Germany. It was my first foreign voyage and first trip to Europe. It took about 40 or more days.

The longest trip I ever took was aboard the *Camas Meadows*, for U.S. Petroleum Carriers. I will never forget the ship's 'Chaperilly Pink' smokestack. We paid off in Italy.



**Joseph Sweeney, AB (retired)**—I was right out of training school in Sheepshead Bay, N.Y.

when I took my first voyage in 1943. I was aboard the C-3 troop ship *Beinville* that carried troops over to Scotland during World War II. I will never forget that first trip because our ship was just missed by a torpedo. We were in a convoy on our way over and we were directly behind our lead ship, the battleship *Texas*. A Navy tanker was right behind us. A submarine shot out a torpedo and it flew just between us and the *Texas*—barely missing us both. After the war, my brother-in-law, Ben Longo, who was on the Navy tanker behind us (which I did not know at the time), told me they brought up the sub that fired on us. The destroyer escort had torpedoed the sub and sunk it. The tanker Ben was on brought the sucker to the surface. I was 22 years old at the time. I stopped sailing after the war in October 1945. I had had enough to last a lifetime.



**Henry McCullough, Steward Dept. (retired)**—My first trip was aboard the Liberty Ship *Transatlantic*

carrying coal to France in 1951. We went through a terrible storm. It was so bad that I

thought my new career as a Seafarer would end during the voyage. But I persevered and retired in 1991—40 years after I signed on that first SIU vessel.

My longest trip lasted seven months aboard the *Robin Locksley*. It was two non-stop trips to a port in Africa.

My father was also a Seafarer and sailed aboard SIU ships through the wars. He is the one who got me interested in going to sea. All my life I listened to his sea tales. I have been in love with the sea ever since that first trip. I loved my life of going to sea and I stuck it out and I am now enjoying a good retirement.

I just want to say hello to all my old friends who might read this—I met many good buddies in all my years with the SIU.



**Francis Smith, Steward Department (retired)**—In 1964, I sailed as a messman on my first

union ship, the *SS Columbia* of Columbia Steamship Co. We sailed to Alexandria, Egypt and it was a very nice trip. There was lots of hard work, but I got to visit the pyramids and tour the country, which I enjoyed a lot.



**Mike Maronski, deck department**—My first boat was Moran's *Reedy Point* on which I

sailed as a deckhand in 1973. Seafaring was in my family so I knew what to expect. My father, **Thomas Maronski**, had 46 years with the SIU, so I grew up on and around deep sea vessels and tugboats. I'm still sailing with Moran and also have sailed in the deep sea division.



**Wally Duffield, Deckhand**—My first job was aboard the *Bart Turecamo* in 1994, docking a ship

in Delaware City. It was different, but I knew I had found my career. I love being a Seafarer.

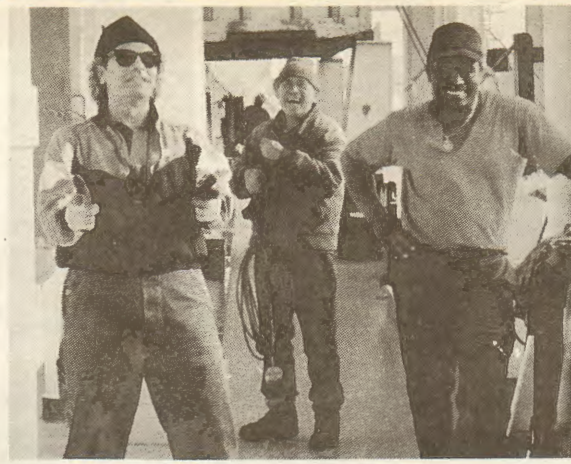


**David Heindel Jr., AB**—I graduated from Piney Point in December 1995, then got my first job as an

OS aboard the *LNG Taurus*. It was a nice trip but hard work. I really learned a lot. I mostly have sailed on ETC ships ever since.



Standing at the gangway aboard the *Sea-Land Patriot* while the vessel is docked in Shanghai, China is AB James Henry.



Crewmembers show their excitement upon docking in Shanghai, China. Standing on deck of the *Sea-Land Patriot* are (from left) AB Ray Vicari, AB Eduardo Malabad and DEU Jose Gamboa.

## Sea-Land Patriot Crew Reports Smooth Sailing to Shanghai

"Smooth sailing" were the words used by Seafarers aboard the *Sea-Land Patriot* to describe their most recent voyage between Long Beach, Calif. and Shanghai, China.

Bosun **Robert Garcia** informed Wilmington, Calif. Patrolman John Cox that all was going well aboard the *Sea-Land Patriot* following the 42-day journey between Southern California and the Far East.

While the vessel was docked in Shanghai, Seafarers enjoyed sightseeing, authentic Chinese cuisine and the "incredible architecture of the historic city," according to AB **Cesar Ramos**, who took the photographs that accompany this story.

The *Sea-Land Patriot* departs from Long Beach and calls on the ports of Oakland, Calif., Dutch Harbor, Alaska; Pusan, South Korea; Yokohama, Japan; Hong Kong and Shanghai. Cox

boarded the vessel when it returned to Long Beach following a trip across the Pacific Ocean. The patrolman held a union meeting to inform Seafarers of maritime and union news and answered questions.

Last summer, the SIU-crewed vessel became the first U.S.-flag *Sea-Land* ship to call on Shanghai. According to Cox, Seafarers aboard the *Patriot* are pleased with the addition of the new port and enjoy touring the city.

"The *Sea-Land Patriot* crew adheres to a very tight sailing schedule. I was glad to hear that they enjoyed some personal time while the vessel docked in China. They are all hard workers and it is important to get an occasional break from life at sea," stated Cox.



AB Cesar Ramos poses for a photo while touring Shanghai, China.



Chief Cook George Lee relaxes between meal preparations aboard the *Sea-Land Patriot*.



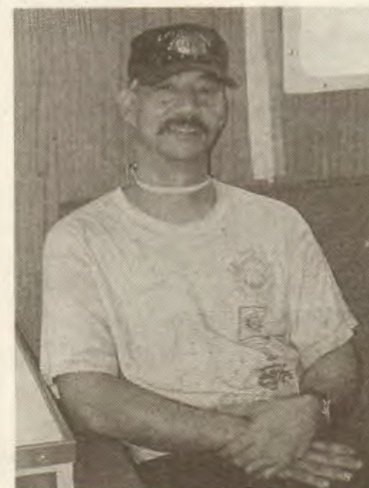
Adjusting the lifeboat level aboard the *Sea-Land Patriot* is AB Eduardo Malabad.



Working in the engine room aboard the *Sea-Land Patriot* is DEU Jose Gamboa.



Ready for a card game following completion of his shift is Steward/Baker Adrian Delaney.



QMED Carlos Episio takes a break in the crew lounge following a hard day of work.



Bosun Robert Garcia enjoys a day ashore in Shanghai, China.

## Letters to the Editor

(Editor's Note: The Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners and their families and will publish them on a timely basis.)

### How the Jones Act Impacts the Nation

Cabotage laws and in particular the Jones Act are a vital part of our economic well being and national security.

Do those greedy individuals who would eliminate our jobs want to compete in the global economy for their salaries? Why not hire grain company executives from Singapore and connect them with the Internet and pay them at that nation's prevailing wages? Once we work out the bugs, companies could fire those overpaid American executives. That would be a novel way to cut some corporate fat out of their operating budgets.

Other companies might build and maintain cheap barracks-like buildings to house foreign workers. Then why not allow them to import foreign accountants, attorneys, doctors, etc. from third world nations? They could pay them near nothing and allow them to send most of their money home. Soon they could lower the best paying jobs in America to five dollars an hour. Only question is: Who will be left with enough money to spend to keep the economy going?

For that matter, why not allow Delta and U.S. Airways to hire Honduran and Chinese pilots on their Washington, D.C. to New York shuttles that carry these nearsighted congressmen, lobbyists and bureaucrats back and forth? I wonder if they would be willing to make the airways they travel as unsafe as they would our waterways?

Foreign nations have no allegiance to the United States! You see it in how their drunken speeding diplomats routinely kill innocent American citizens. These diplomats supposedly come from the elite of their societies. What results could we expect from the disadvantaged of their countries, forced to work and survive in almost slavery-like conditions aboard their flag-of-convenience shipping once we allow them to turn these people loose on our waterways? Sadly, we will see many more Riverwalk tragedies like New Orleans has just experienced—perhaps with higher casualties next time.

No, let us not let such irrational, ill-conceived policies—ultimately benefiting no one, not even their champions—take this great nation down the road of ruin.

Henry Gamp  
Piney Point, Md.

### In Favor of Cabotage; But—What Is It?

On page 3 of your March 1997 edition, the headline reads "Backers of Jones Act Promise All-Out Fight to Retain U.S. Cabotage." I am writing to my congressmen and senators asking them to keep America's cabotage laws.

My question is: What does cabotage mean? I checked the dictionary and found that John Cabot was an Italian navigator and his son, Sebastian, was an English navigator. But the word cabotage is not there.

I am a longtime union member, a leader in the nationwide textile strike of 1934. I have been receiving your LOG for a long time and appreciate it very much.

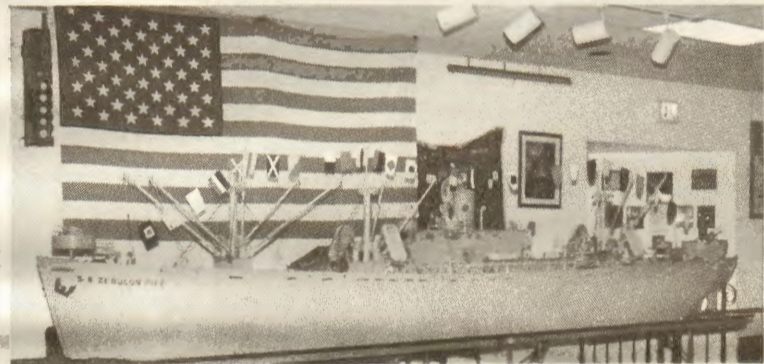
I would just like to know what cabotage means!

Lucille Thornburgh  
Knoxville, Tenn.

(Editor's Note: The word *cabotage*, as found in the "Webster's Unabridged Twentieth Century Dictionary", is derived from the French word *caboter*, meaning "to go from cape to cape." Cabotage is defined as "navigation along a coast, coastal trading.")

### Proud to Have Served in the Merchant Marine

I want to sincerely thank the Seafarers International Union for



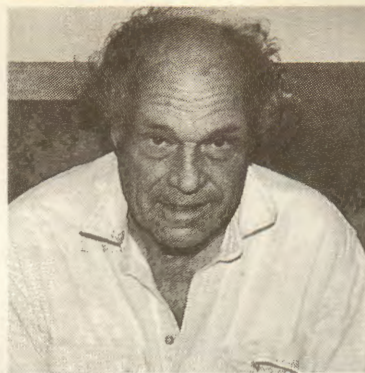
An 18-foot scale model of a Liberty Ship, the SS Zebulon Pike, constructed by Wally Leiper of Boulder, Colo., is used in parades.

sending the Colorado Chapter of Merchant Marine Veterans of World War II copies of the Seafarers LOG. Articles from the LOG are used in our newsletter to keep our members posted on what is going on in the merchant marine today. After 50 years, many of these men still love the sea and like to hear what it is like today.

I have been working with and for merchant seamen since we were granted veterans status in 1988. We are a thousand miles from any ocean, but we are proud to have served in the merchant marine in World War II. It is an experience that will never be forgotten, and it is too bad that the public does not know what our contribution to winning the war was.

The Colorado Chapter has been promoting the merchant marine since we were organized and received veterans status. We take part in parades in Denver, Colo. on Veterans Day and in Commerce City on Memorial Day. We have our float and a marching unit with the colors, even if we are 70 years old. Now we have been invited to become part of the Honor Guard with the American Legion.

The Merchant Marine Veterans



Bosun Tom Hawkins, fit at 70 aboard the LNG *Libra*.

was the first veterans group to put up a memorial on the Memorial Walk at the Fort Logan National Cemetery in Denver on the 50th anniversary of the end of WWII.

Wally Leiper of Boulder, Colo. has constructed an 18-foot scale model of a Liberty Ship and it is used in parades and set up for displays. I am enclosing a photo of the ship when it was displayed at the American Legion in Arvada, Colo. at a get-acquainted meeting.

William Kellett  
Colorado Chapter  
U.S. Merchant Marine  
Veterans of WWII

### Libra Crewmembers Praise Bosun Hawkins

I am the radio electronics officer aboard the LNG *Libra*. Last month, one of our members, a longtime employee of Energy Transportation Corp. and shipmate of ours on the *Libra*, celebrated his 70th birthday.

I enclose a photo of Bosun Tom Hawkins. As you might be able to discern from these pictures, Bosun Hawkins is still fit and strong and can work alongside the 20-something ABs all day.

## 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

Please include this picture as a tribute to this oldtimer who is highly regarded on the *Libra*.

You may remember the story I contributed a couple of years ago about the boa constrictor that got aboard the *Libra*.

Although I am a member of the MEBA, I and most other officers look forward to reading the *Seafarers LOG*.

Jerry Hale  
Virginia Beach, Va.

### Enjoying the LOG; Passing It Along

Thank you so much for keeping one informed of the good things that the union is doing.

I enjoy the LOG very much and pass it along to my old shipmates.

Keep up the good work.  
D.H. Stewart  
Elk, Wash.

### Kudos to All In Verse from Hall

To the Seafarers Welfare Plan:

Some people have a wonderful way of putting others at ease.

They say and do the little things that will comfort and will please.

They have a special kind of warmth; they are quick to understand.

And whenever there is trouble, they lend a helping hand.

This world of ours is a better place and happier by far

Because there are some special people as wonderful as all of you are.

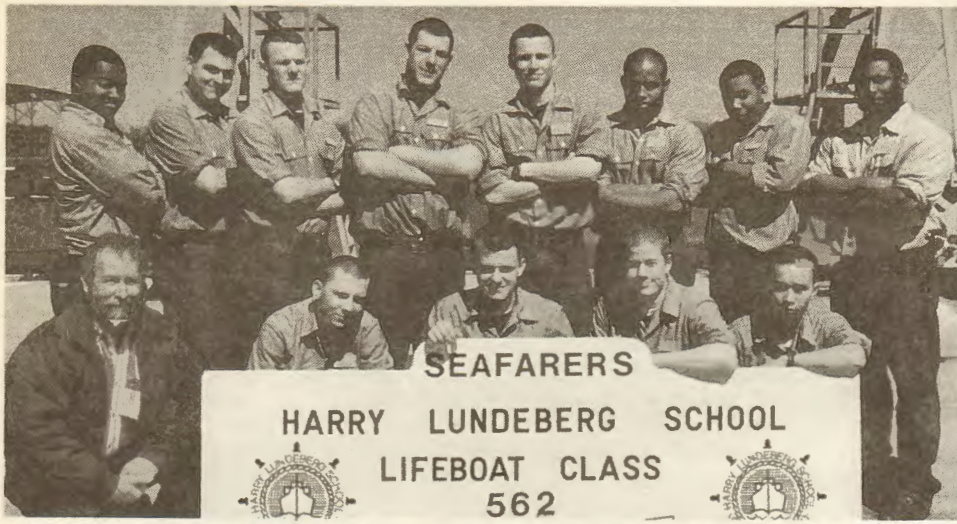
Smooth sailing, God bless.  
Eugene Hall  
Sea Level, N.C.

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

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

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

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 562**—Graduating from trainee lifeboat class 562 are (from left, kneeling) Ben Cusic (instructor), Monte Burgett Jr., Marshall Dixon III, Christopher Schleis, Tran Luu, (second row) Darren Parker, Timothy Baldt, George Bixby II, Matthew DeLang, Vincent Mull, Earnest Dillard Jr., Zaire Coleman and Gerrone Roberts.



**QMED**—Upgrading members of the engine department completing the QMED course on March 13 are (from left, kneeling) Dennis Bennett, Terry Smith, Kurt Benjamin, Jason Bonefont, (second row) David Tillman, Trent Sterling, Wilbur Ensminger, Robert Elliott, James Porter, Guy Hemenger, Samuel Garrett and Conrado Martinez.



**Refrigeration Systems**—Receiving their certification in refrigeration systems on March 19 are (from left, kneeling) Matthew DiTullio, Stephen McCormick, Stanley Sporna, Michael Brennan, Kelley Graham, (second row) Eric Malzkuhn (instructor), Gualberto Salaria, Randy Louque, Roy Coleman, Howard Hendra Jr., (third row) Baldev Singh, Paul Pagano and Al Herrmann.



**Chief Cook**—Steward department members completing the course of study to receive their chief cook endorsement are (from left) Andy Campollo, Kevin Harris, Gwendolyn Shinholster, John Bennett, Eileen Hager (chef instructor) and Wayne Champine.



**Upgraders Lifeboat**—Upgrading graduates of the March 27 lifeboat class are (from left, kneeling) Ben Cusic (instructor), Juan Rosado, Randall Porter, Stephen Roell, (second row) Gary Hirsch, Charles James, David Laffan, Anthony Houston, Nelson David and Pablo Garcia Bermudez.



**Able Seaman**—Marking their graduation on March 17 from the able seaman class are (from left, kneeling) Casey Taylor (instructor), James Alston, Julie Gramling, Jason McElhane, (second row) Herbert Scypes Jr., Michael Carubba, Kenneth Sullivan, William Michael, Frank Cottogin III and Paul Nathan.



**Cook and Baker**—SIU members completing the cook and baker class on March 27 are (from left) Fidel Ymas, Ray Magnuson, Thomas Scheider, Maria Torrean and Francis Washington Jr.



**Basic Firefighting**—Certificates of completion were received in basic firefighting by the March 19 class of upgraders. They are (from left, sitting) Louis Wilton, Daryl Spicer, Miguel Guity, Angel Roman, Joe Boevink, (second row) Nelson David, Pablo Garcia Bermudez, Lawrence Wright, Timothy Jackson, David Jurek, Ronald Paradise, Gustavo Osorio, (third row) Rick Redman (instructor), Ursel Barber, Gary Carter and Jim Cleland.

# LUNDEBERG SCHOOL

## 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between June through October 1997 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 22	November 14
Bridge Management (Shiphandling)	June 16	June 27
Lifeboatman	June 16	June 27
	July 14	July 25
	August 11	August 22
	September 8	September 19
Limited License/License Prep.	October 6	October 17
	July 28	September 19
Radar Observer/Unlimited	June 2	June 13
	June 30	July 10
	August 4	August 15
	October 6	October 17
Radar Recertification (one day class)	June 12	
	July 10	
	August 14	
	October 16	
Third Mate	August 25	December 12
Celestial Navigation	June 16	July 25

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 4	September 5
Steward Recertification	June 30	July 31

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Asst. Cook/Certified Cook & Baker/	June 2	August 22
Cert. Chief Cook/Chief Steward	August 11	October 31
	October 20	January 9

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Hydraulics	October 20	November 14
Basic Electronics	June 2	June 27
Marine Electrical Maintenance I	June 30	August 8
Marine Electrical Maintenance II	August 11	September 19
Marine Electronics Tech I	June 30	July 24
Marine Electronics Tech II	July 28	August 22
Welding	June 16	July 10
	September 22	October 17

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14	July 25
	October 27	November 7
Tanker Assistant DL	June 2	June 20
	June 30	July 18
	August 25	September 12
	September 22	August 10
LNG Familiarization	October 20	November 7
	June 2	June 20
Tankerman Barge PIC	September 8	September 26
	June 2	June 13
	June 30	July 10
	August 25	September 5
	October 20	October 31

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	June 21	October 11
	August 25	November 15
English as a Second Language (ESL)	July 8	August 2
Adult Basic Education (ABE)	June 2	July 11
	July 14	August 22
	September 1	October 10
	October 20	December 5
Lifeboat Preparation	June 6	June 13
	June 30	July 11
	July 28	August 8
	August 25	September 5
	September 22	October 3
	October 20	October 31
Introduction to Computers	Self-study	

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

Have you attended any SHLSS upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your 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 \_\_\_\_\_

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

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

5197



**Vacation Plans for Seafarers**

The Lundeberg School can provide SIU members and their families with all the ingredients for a memorable summer vacation. Many events take place within just a few miles of the Piney Point facility. See page 14 for details and rates—and make your plans now.

# Converted RO/RO Is Under Way with SIU Crew

## USNS Yano Joins Military Prepositioning Fleet



Ordering items ranging from mops to electronic equipment is part of the job for Storekeeper Vicki Holloway.

Following a conversion that took nearly three years, the *USNS Yano* is under way with Seafarers crewing the unlicensed positions.

Operated by Bay Ship Management for the U.S. Navy's Military Sealift Command (MSC), the *Yano* last month sailed from the National Steel and Shipbuilding Company (NASSCO) shipyard in San Diego to Newport News, Va., where it was slated to participate in military exercises. After those drills, the roll-on/roll-off (RO/RO) ship will be prepositioned so that it quickly can support U.S. armed forces overseas in the event of a war or other crisis.

Wilmington, Calif.-based SIU Patrolman John Cox (who provided the photos accompanying this story) recently met with the *Yano's* crew. He answered questions about various happenings in the maritime industry and about crewmembers' benefits. "We also talked at length about the importance of the Jones Act and the need to communicate with your representatives in Congress," he noted.

Cox joined the Seafarers in a fire-and-boat drill that began in a cargo hold. "The entire crew is very committed to safety. They know it goes hand-in-hand with any shipboard job," he added.

Formerly a Maersk container-ship, the *Yano* is 907 feet long and features six new cargo decks, internal and external access

Left, Seafarers recently crewed the *Yano* after its conversion from a containership to a roll-on/roll-off vessel. Pictured (from left) are GSU Timothy Kincaid, GSU Walter Moore and Chief Cook Kathleen Lanahan.



A spotless messhall brings a smile to GSU Walter Moore.



Chief Steward Gualberto Mirador reaches the deck during a safety drill aboard the *USNS Yano*.

ramps, new cargo hatches for each deck, two side ports and a pair of twin-boom cranes for self-loading and unloading.

The vessel will operate as a U.S. Army and U.S. Marine Corps support ship, primarily carrying tanks, helicopters, armored personnel carriers, high-mobility military vehicles (HMMVs) and tractor-trailers.

It is named in honor of Sgt. 1st Class Rodney J.T. Yano of Kailua-Kona, Hawaii, a Medal of Honor



The converted RO/RO represents new job opportunities for Seafarers. Pictured here (from left) are AB Quinton Caruthers, Storekeeper Vicki Holloway, Chief Cook Kathleen Lanahan, Bosun Raphael Clemente, OS Godofredo Milabo, Captain (and SIU hawsepiper) Southard, AB Mark Witas, OS David Joseph, AB David Salentre, Chief Steward Gualberto Mirador, AB James Watson and AB Daniel Chicklas.

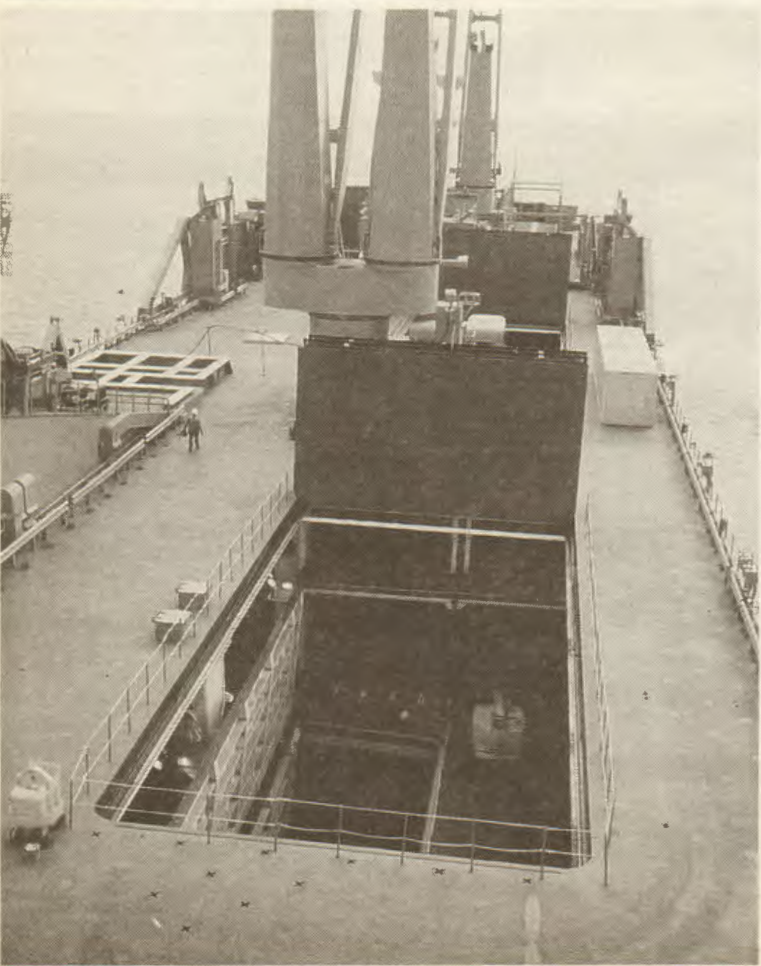
recipient killed in Vietnam in 1969.

Two other former Maersk ships, the *USNS Shughart* and *USNS Gordon*, were converted and delivered last year for operation by Bay Ship Management for MSC. Two others, the *USNS Soderman* and *USNS Gilliland*, are scheduled to join the fleet later this year. Each of the vessels is named for a Medal of Honor recipient.

In photo at right, Bosun Raphael Clemente (right) discusses deck operations with Captain Southard, a former SIU member.



Safety is emphasized in the work done by Seafarers aboard the *USNS Yano*. Here, crewmembers gather for a photo after completing a fire-and-boat drill.



In photos at left and above, the 907-foot vessel features six new cargo decks and will carry various military vehicles to support members of the U.S. Army and U.S. Marine Corps.



Chief Cook Kathleen Lanahan checks on food she is preparing for fellow crewmembers.