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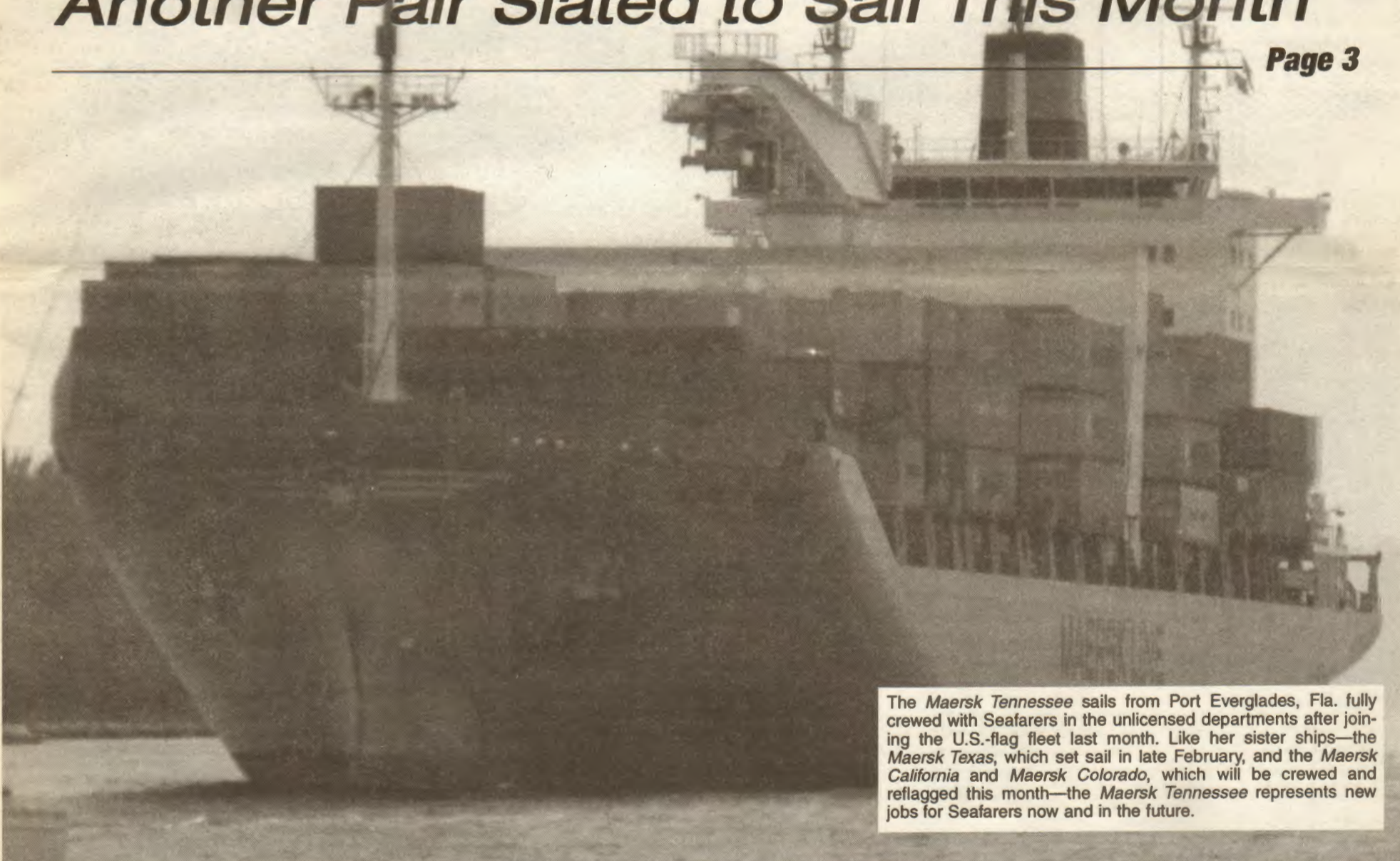
Seafarers Log

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

Maersk Reflagging Boosts SIU Jobs

Union Crews 2 Modern Containerships; Another Pair Slated to Sail This Month

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The *Maersk Tennessee* sails from Port Everglades, Fla. fully crewed with Seafarers in the unlicensed departments after joining the U.S.-flag fleet last month. Like her sister ships—the *Maersk Texas*, which set sail in late February, and the *Maersk California* and *Maersk Colorado*, which will be crewed and reflagged this month—the *Maersk Tennessee* represents new jobs for Seafarers now and in the future.



Formerly a Danish-flag ship, the *Maersk Texas* (left and above) recently reflagged under the Stars and Stripes, with an SIU crew.



Crewmembers applaud the reflagging and renaming of the *Maersk Tennessee* (left and above) last month while the ship was docked in Port Everglades, Fla.

President's Report

New Jobs in 1997

Little fanfare accompanied the recent reflagging of two Maersk ships into the United States registry.



Michael Sacco

But for Seafarers, the hoisting of the Stars and Stripes aboard the newly renamed *Maersk Tennessee* and *Maersk Texas* represents something very important. The transfer of these modern vessels, along with two more such transfers scheduled for this month, marks another step forward in the SIU's ongoing quest to secure and maintain good jobs for the membership.

All four of the Maersk ships—the *Texas*, *Tennessee*, *California* and *Colorado*—will sail with an SIU contract. And all four will be enrolled in the Maritime Security Program, a 10-year plan passed by Congress and signed by President Clinton last year which, as its name implies, is designed to protect America's national and economic well-being by having U.S.-flag ships available to the armed forces at a moment's notice.

This is a prime example of what the SIU means when we use the phrase "jobs and job security." Three of the Maersk ships were built in 1994, the other in 1992, so they have great potential for longevity. Plus, they are enrolled in the 10-year program. In short, they present new, long-term employment opportunities for Seafarers.

Such long-term opportunities were endorsed recently by the chairman of the Joint Chiefs of Staff, U.S. Army General John M. Shalikashvili. In a speech last month at the U.S. Merchant Marine Academy, the top officer in the U.S. armed forces declared the U.S.-flag fleet to be "every bit as important and every bit as vital" to the nation's economy and security as ever.

The reflagging of the four ships also illustrates a continuation of a solid string of new jobs for SIU members. In the past year-and-a-half, Seafarers have taken advantage of these fresh opportunities by sailing aboard tankers broken out of layup to transport Alaskan North Slope oil and by crewing newly converted roll-on/roll-off vessels operated by the U.S. Military Sealift Command.

New jobs are on the horizon, too, with the first of five SIU-crewed, double-hulled tankers due out of the Newport News (Va.) shipyard in 1998.

So, although the welcoming of the new Maersk ships will not include elaborate ceremonies, these are meaningful occasions—not just for Seafarers, but also for others who support the U.S. merchant marine. The reflagging should vividly remind us that it indeed is possible to revitalize the American-flag fleet. Although it is rare these days for a company to switch from a foreign registry to that of the U.S., these ships represent a starting point.

They also clearly signify the union's commitment to stand up for the jobs and job security of the membership.

New Steward Curriculum

One key reason the SIU has gained new jobs and protected those we already have is that the union, through its Paul Hall Center, turns out the best-trained merchant mariners in the world.

In order to continue meeting that high standard, the curriculum offered at the Paul Hall Center and its Lundeberg School of Seamanship cannot be stagnant. As technology changes and waves of new federal and international regulations fall into place, we must stay a step ahead of our industry's needs.

With that in mind, the school is offering a significantly improved upgrading program for Seafarers who sail in the steward department, including a thorough galley curriculum for students in the unlicensed apprentice program. You can read about it on page 7 of this issue of the *Seafarers LOG*.

As the saying goes, now, more than ever, is the time for Seafarers in the steward department to upgrade their skills and, consequently, their earning power!

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New Report Finds Domestic Fleet Growing and More Productive

A new report issued by the Maritime Cabotage Task Force shows the U.S.-flag Jones Act fleet to be larger and far more productive than it was 30 years ago.

Entitled "Full Steam Ahead," the report was released March 11 at a Capitol Hill press conference attended by members of Congress and the media. The document states that growth has occurred in the inland, Great Lakes and ocean-going domestic trades.

"The domestic fleet is carrying more cargo today than ever before in the history of the American maritime industry," Phil Grill announced. Grill is the chairman of the Maritime Cabotage Task Force, which is comprised of more than 400 maritime and transportation-related groups including the SIU.

"Statements that the domestic fleet is in decline are absolutely wrong," added Grill, who also serves as a representative with SIU-contracted Matson Navigation Co.

Growth in All Sectors

The report points out that the Jones Act fleet has twice as many vessels today as in 1965. These vessels "are larger, faster and more productive thanks to revolutionary changes in vessel design and marine transportation and significant increases in crew productivity."

In reaching this conclusion, the report states,

- "A single modern containership as used in the offshore trades today can deliver as much cargo in a year as 10 vessels common to those trades in the 1950s or as four first generation containerships from the 1960s;

- "A single large tanker in today's domestic trades can carry as much cargo in a single voyage as four to eight tankers from the 1960s;

- "A single modern 1,000-foot self-unloading Great Lakes bulk vessel can deliver four times the cargo in a sailing season on the Great Lakes as the largest vessel on the Lakes in 1965; and

- "A typical modern towboat with greatly improved power can safely move barges, with tow sizes increasing by as much as 20 percent in the last five years, while barges themselves have become more diverse in design and cargo carrying capability."

Grill noted the Jones Act has "a broad spectrum of support" in the Congress, which was evident immediately after the report was released.

U.S. Senator Jack Reed (D-R.I.), a longtime supporter of the U.S.-flag fleet, called the report "very gratifying. It demonstrates the value of the Jones Act and the very important aspect of the domestic marine fleet and its contribution to the United States' economy."

Reed, who served on the now-defunct House Merchant Marine and Fisheries Committee before his election to the Senate, added, "We have to support our domestic fleet because it is a vital part of our economy and a vital part of our trade links."

Also commenting favorably on the report was the



Maritime Cabotage Task Force Chairman Phil Grill (right) meets with Sen. Jack Reed (D-R.I.) (left) and Rep. Neil Abercrombie (D-Hawaii) during the press conference introducing a report showing the Jones Act fleet to be growing and more productive.

ranking member of the House Merchant Marine Oversight Panel.

U.S. Representative Neil Abercrombie (D-Hawaii) said the report backs his claim, as well as those made by others, that the Jones Act fleet supports the nation's security. He reminded the audience of the December accident on the Mississippi River in New Orleans where a Liberian-flagged, Chinese-crewed bulk carrier lost power and struck a crowded shoreside shopping complex.

"In the rest of the world, workers are not protected the way they are in the United States of America as a result of the Jones Act. You do not have the labor standards. You do not have the health standards. You do not have the environmental and safety standards that exist [here]."

"We have the most prosperous, the most efficient, the most progressive shipping industry in the history of the planet and this provides for the national security," Abercrombie noted.

"Our domestic trade is part and parcel of what it takes for this nation to be able to say it is secure—not just domestically, but internationally."

The Hawaii representative added, "Any nation which purports to be a leader in the world scene today that does not command the seas, does not command its own destiny!"

Abercrombie also responded to a question from a reporter asking who is trying to subvert the Jones Act and the U.S.-flag fleet.

He replied it is multinational corporations which own their own vessels, registered in non-maritime foreign countries, that are not subject to U.S. taxes or labor, safety, health and environmental standards.

"The idea that somehow we could have reliable shipping, with reliable pricing, under circumstances in which people could make a dignified living, be able to take care of their families, pay their taxes and have stability in the [maritime] industry would be wiped out."

1996 Financial Records Are 'In Good Shape'; Rank-and-File Committee Releases Its Report

The union's finances were found to be in good order, according to a committee of rank-and-file Seafarers who reviewed the SIU's records last month.

The financial review committee will submit its report to fellow Seafarers during this month's membership meetings across the country. Such action is required by the SIU constitution under Article X, Section 15: "The Annual Financial Committee shall make an

examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."

"We found everything to be in good shape," noted DEU **John McLain**, who served as the committee's chairman. "We were able to go right to work and had no problems in conducting the review."

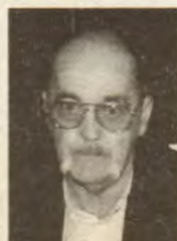
"The committee members knew the job we had before us and we were able to complete

our work in a week's time," the Philadelphia-based member added.

The seven members of the committee were elected by SIU members during the March membership meeting at Piney Point, Md. Along with McLain, others serving

on the panel included Recertified Steward **William Bunch**, Mechanic **Tim Burns**, QMED **Michael J. Coyle**, AB **Ken Frankiewicz**, Mate **Jake Joyce** and Recertified Steward **Sal Torneo**.

Chairman John McLain, right, prepares to sign his name to the financial review committee's final report. Below, from left, Mate Jake Joyce, Mechanic Tim Burns, Recertified Stewards William Bunch and Sal Torneo, AB Ken Frankiewicz and QMED Michael J. Coyle review the union's financial records.



Seafarers Crew 2 Reflagged Ships

Tennessee, Texas Join American-Flag Fleet

SIU members are sailing aboard two newly reflagged container ships—the *Maersk Texas* and the *Maersk Tennessee*—that are enrolled in the United States Maritime Security Program (MSP).

The *Texas* lowered the Danish flag and replaced it with the American flag in late February, while the *Tennessee* replaced the Danish ensign with the Stars and Stripes last month. The vessels, built in 1994, were reflagged and crewed by Seafarers in Port

Everglades, Fla.

Two other Maersk ships that have been registered in Denmark are scheduled to become U.S.-flag vessels this month. As with the *Texas* and *Tennessee*, the *Maersk California* (built in 1994) and *Maersk Colorado* (1992) will be crewed by Seafarers in the unlicensed ranks and members of the American Maritime Officers for officer positions.

“With the passage of the Maritime Security Act last year and the addition of these ships to

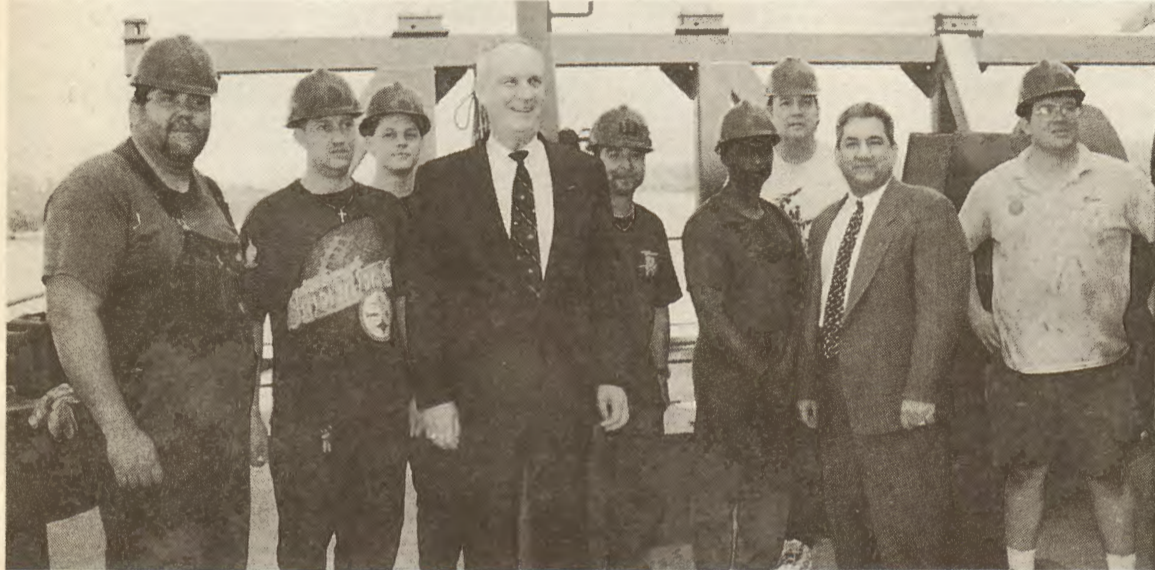
the U.S. fleet, the SIU continues its effort to ensure our nation will have a strong, viable merchant marine in the next century,” noted SIU President Michael Sacco. “And with these ships sailing under the SIU banner, we reaffirm our commitment of providing jobs for Seafarers.”

“Obviously, it’s gratifying to see the American flag being raised on these ships,” stated SIU Vice President Contracts Augie Tellez, who attended the reflag-

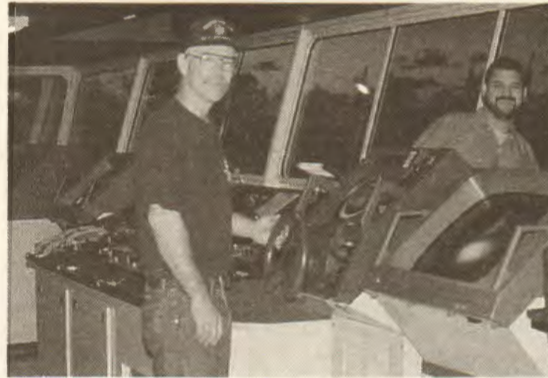
Continued on page 5



Changing the lettering on life rings aboard the *Maersk Texas* is a pleasant task for (from left) ABs Joe Sauzek, Kendra Savage and Ed Hall.



Posing with SIU members aboard the *Maersk Tennessee* in Port Everglades, Fla. are U.S. Maritime Administrator Albert Herberger (fourth from left) and SIU VP Contracts Augie Tellez (second from right).



Bosun Andre Bennett (left) and AB Roberto Zepeda see that the *Maersk Texas*' bridge features state-of-the-art equipment.

John Fay Appointed SIU Executive VP; David Heindel Is Secretary-Treasurer

The union's executive board recently approved SIU President Michael Sacco's recommendations that John Fay become the executive vice president of the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) and that David Heindel serve as secretary-treasurer.

These appointments were made in accordance with Article X of the union's constitution.

Fay had served as secretary-treasurer of the AGLIWD since October 1990. He was reelected to that position in balloting which took place from November through December 1996.

He succeeds the late Joseph Sacco as executive vice president. Brother Sacco passed away last October. (Brother Sacco ran unopposed in last year's election for the position of executive vice president. In accordance with Article XIII of the SIU constitution, he was considered reelected to that post when the nominations period closed in September.)

Also in last year's election, Heindel was voted in as assistant vice president of the SIU's Gulf Coast region. He had been based in the port of Philadelphia.

“I am 100 percent confident that John and Dave will continue to do their best on behalf of the SIU membership and their families,” said President Sacco.

Fay, 65, has held a number of positions since joining the Seafarers in 1949. He began his career sailing aboard both deep sea vessels and inland tugboats before coming ashore to work as a patrolman in Baltimore.

Among other jobs he has held

with the union are port agent at SIU halls in both Boston and Philadelphia, headquarters representative, assistant to the union president and vice president of the Lakes and Inland Waters District.

Since 1975, the Boston native has served as a representative of the union's international interests. He has tracked programs in the International Maritime Organization and the International Labor Organization—agencies of the United Nations—and the International Transport Workers Federation (ITF), the worldwide coalition of more than 450 trade unions (including the SIU) dealing in transportation-related jobs.

In December 1995, Fay became chairman of the ITF's Seafarers Section. He previously had served as the section's vice chairman.

Heindel graduated from the Lundeberg School's program for

entry-level mariners in 1973 as a member of class No. 137. He primarily sailed aboard deep sea ships until 1980, when he became a patrolman in his native New Orleans.

He subsequently served as a patrolman in Baltimore and Philadelphia before becoming the Philadelphia port agent.

In addition to his job with the SIU, Heindel, 39, is a vice president of both the Pennsylvania State AFL-CIO and the Philadelphia Central Labor Council. He also serves as secretary-treasurer of the Delaware Valley and Vicinity Maritime Port Council.

Heindel's father, Charles Corrente, sailed with the SIU for more than 40 years prior to retiring in 1990. His son, David Heindel Jr., is an active Seafarer who also graduated from the Lundeberg School's entry-level program.



John Fay



David Heindel



In late February, officers lower the Danish flag (left photo) and then hoist the Stars and Stripes (above) aboard the *Maersk Texas* in Port Everglades, Fla.

Joint Chiefs' Chairman Declares U.S. Merchant Fleet 'Important'

The highest ranking officer in America's military force declared the U.S.-flag merchant fleet as important to the country's defense as it was when the nation was formed.

U.S. Army General John M. Shalikashvili also praised the efforts of America's merchant mariners for supplying U.S. forces during the nation's most recent conflicts during his address at the U.S. Merchant Marine Academy in Kings Point, N.Y.

Shalikashvili serves as the chairman of the Joint Chiefs of Staff, which oversees the operation of the U.S. armed forces worldwide.

Speaking at the 1997 Battle Standard Dinner on February 21, the general said, “Today, after two centuries, our merchant

marine is every bit as important and every bit as vital to the commerce and defense of our nation as it ever has been.

“In addition to America's commercial interests which included the movement of more than 900 million long tons last year, the United States military depends on sealift to move 95 percent of the material required for a major regional contingency,” Shalikashvili noted.

The chairman reminded the audience of the major role played by the U.S.-flag fleet in supporting American forces during both the Vietnam and Persian Gulf conflicts.

“We simply cannot overstate the vital contributions of our U.S. merchant marine,” Shalikashvili stated. “Our national security depends on its vitality.”

Coast Guard Okays Training Record Books

Seafarers Start Applying for Document

The U.S. Coast Guard last month formally gave its consent for the use of the training record books (TRB) developed recently by the SIU and the Paul Hall Center for issuance to all deep sea, Great Lakes and inland Seafarers.

The books are scheduled to be printed this month and will be distributed by the Paul Hall Center's admissions office in the near future. They will bear the words "U.S. Coast Guard accepted" on the cover.

In a letter verifying the agency's acceptance of the TRB, the Coast Guard pointed out that an interim final rule is due this month that will require the use of such credentials. "I am impressed that you have not let the rule-making process discourage you from working with the companies which have contracts with the SIU to develop a TRB which will not only meet STCW requirements but will be useful for other purposes," wrote Coast Guard Captain R.L. Skewes in the letter of acceptance to the center.

Designed to help Seafarers efficiently comply with existing and impending regulations demanding proof of individual mariners' training and qualifications, the TRBs will help standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

As reported in the March issue of the *Seafarers LOG*, at this time there is not a fixed date by which 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. They will be the members' personal property and will be carried by Seafarers to their respective ships. 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.

Section 1 of the TRBs will be used to document training records. Sections 2 and 3 consist of tables indicating demonstration of job-related competencies.

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.

Training will be verified by certified instructors and assessors for the school, while practical demonstration of skills will be validated by the appropriate shipboard personnel. Any false information entered in the TRB will be considered falsification of a document.

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

Bill Could Spur NAFTA Pullout

Legislation Sets Measurement Standards

Legislation introduced last month in the House of Representatives calls for the United States to withdraw from the North American Free Trade Agreement (NAFTA) if the treaty continues its adverse impact on the U.S.

The bill, which has bipartisan support, "sets clear and measurable performance standards by which the United States can assess the impact of NAFTA," according to a statement by Rep. Marcy Kaptur (D-Ohio), who introduced the measure March 5 along with Rep. Duncan Hunter (R-Calif.). Those evaluations primarily would focus on the U.S. economy and environment as well as labor standards in the U.S., Mexico and Canada (the nations signatory to the three-year-old pact).

Kaptur noted that H.R. 978, known as the NAFTA Accountability Act, requires President Clinton either to certify that the agreement is working as promised or provide for renegotiation of the terms so it operates in U.S. interests. Until that happens, the legislation forbids NAFTA expansion. And, if those conditions remain unmet, the U.S. could pull out of the trade covenant.

NAFTA narrowly passed through Congress in late 1993 and went into effect in January 1994 despite vigorous objections from U.S. trade unions and many other groups. At that time, proponents of the so-called free trade agreement claimed it would lead to domestic job growth and bolster the economy.

Cosponsors of the NAFTA Accountability Act, which has been referred to the House Ways and Means Committee, point out that the original pact has failed miserably.

"We now have a one-way street with Mexico," said Hunter.

"There are a lot of very conservative Republicans who believe the NAFTA is a bad deal."

"The reality is the NAFTA is not meeting the expectations for free trade in North America," agreed Rep. Ileana Ros-Lehtinen (R-Fla.).

Kaptur pointed out the U.S. trade deficit with Mexico and Canada has ballooned by more than 400 percent (to approximately \$39 billion last year) since NAFTA took effect.

"For the majority of Americans, NAFTA is just one giant broken promise," Kaptur said. "NAFTA's boosters promised hundreds of thousands of new jobs. Instead, more than 700,000 of our citizens have been thrown out of work. And in Mexico, the tragic plight of millions of citizens has worsened."

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

The bill includes provisions that require the president to report back to Congress on the impact of NAFTA on the U.S. economy, suspend its expansion to other nations, and provide for the renegotiation of NAFTA unless certain conditions are met.

It also directs the president to renegotiate NAFTA if the U.S. trade balance with any of the other parties to the agreement is excessive, as well as to renegotiate NAFTA to mitigate adverse effects of unexpected or substantial changes in currency exchange rates of the parties to NAFTA.

Shipping Reform Bill Introduced in Senate

The Senate Surface Transportation and Merchant Marine Subcommittee last month conducted a hearing on S. 414, the Shipping Reform Act of 1997. The bill, which would change federal regulation of the ocean shipping industry, is expected to be marked up sometime this month.

Introduced by Subcommittee Chairwoman Kay Bailey Hutchison (R-Texas), the legislation calls for the Federal Maritime Commission (FMC) to merge with the Surface Transportation Board, thereby creating a new intermodal transport board. It also would permit confidential contracts between carriers and shippers while continuing public filing requirements for joint ocean carrier contracts and would eliminate tariff filing with the government.

The functions of the FMC, an independent agency established in 1961, include enforcing provisions of the Shipping Act of 1984 that call for fair rates and a nondiscriminatory regulatory process for the common carriage of goods by water in the foreign commerce of the U.S. The commission also is responsible for fighting other discrimination or prejudice in U.S. trade and licensing ocean freight forwarders. (The Shipping Act of 1984, through an exemption to U.S. antitrust laws, allows international shipping lines to jointly set transportation rates.)

Although the bill has bipartisan support, it is unclear whether or not the final version will impel an FMC-Surface Transportation Board consolidation. At least one cosponsor, Senator John Breaux (D-La.), who backs the legislation's other elements, wants the FMC preserved as a separate and independent agency. (The Shipping Reform Act would put two FMC commissioners on the Surface Transportation Board.)

Senate Majority Leader Trent Lott (R-Miss.), also a cosponsor of the bill, stated that the Shipping Reform Act "makes great strides for ensuring that ocean transportation is fair and efficient in erasing many of the barriers for our nation's foreign trade."

He emphasized that while S. 414 would dismantle the FMC, it would foster continuation of the commission's investigating unfair foreign shipping practices, within the revamped Surface Transportation

Board.

"The recent FMC enforcement actions taken against unfair port practices in Japan is an illustration of an essential FMC mission not performed by other federal agencies. This mission will continue and I will support it wholeheartedly," he said.

In a joint statement issued at last month's hearing, Sea-Land Service, Inc., Crowley Maritime Corp. and American President Lines described the bill as "an excellent beginning." However, the liner operators urged retention of the FMC as an independent agency.

"We believe the Federal Maritime Commission has done a superb job. We would not be able to conduct business the way we do in parts of the world today without the assistance of the FMC in removing non-tariff trade barriers," explained the statement. "In the present fiscal climate, we understand that it may be necessary to change the organizational structure through which the U.S. Government oversees international shipping to achieve greater economy and to reduce the size and cost of the federal government."

"Our strong preference would be to preserve the agency's structure as an independent agency. To ensure its continued ability to intervene effectively on behalf of American carriers and shippers in international disputes, the U.S. Government must maintain its present level of expertise in this highly complex area. We must avoid merging oversight of unfair foreign shipping laws and practices into any broader organization in which the interests of the shipping industry could be traded away in favor of other U.S. trade or policy interests."

Meanwhile, the nation's longshore unions told the subcommittee that they are concerned that the present legislation would adversely affect America's small and mid-sized ports. The unions claim such action could eliminate hundreds of American shore-side jobs.

The SIU is working with the longshore unions in an effort to assist them in making sure the final legislation addresses these concerns.

Congress Announces Subcommittees Dealing with U.S.-Flag Fleet

Both the House of Representatives and Senate have completed their organizational efforts with recent announcements listing the elected officials who will serve on the various committees, subcommittees and panels.

Neither house of Congress enacted any major changes in its committee structures. As announced earlier by the *Seafarers LOG*, the subcommittees and panel that had oversight on legislation dealing with the U.S.-flag merchant fleet remain intact.

Returning to head the House Merchant Marine Oversight Panel is Rep. Herbert Bateman (R-Va.). The panel is part of the House National Security Committee, which again will be chaired by Rep. Floyd Spence (R-S.C.).

The House Coast Guard and Marine Transportation Subcommittee will have a new chairman as Rep. Wayne Gilchrest (R-Md.) takes the helm from Rep. Howard Coble (R-N.C.). Coble

will remain a subcommittee member, but stepped down as chairman after being appointed to head a different House subcommittee. The Coast Guard and Marine Transportation Subcommittee is one of six subcommittees within the House Transportation and Infrastructure Committee, led by Rep. Bud Shuster (R-Pa.).

On the other side of Capitol Hill, Sen. Kay Bailey Hutchison (R-Texas) resumes her role as the chair of the Senate Surface Transportation and Merchant Marine Subcommittee, which is overseen by the Senate Commerce, Science and Transportation Committee. Sen. John McCain (R-Ariz.) replaces Sen. Larry Pressler (R-S.D.) as the head of the full committee. (Pressler was defeated for reelection in the November elections.)

Listed at right is the complete membership of each of the subcommittees and panel dealing with the U.S.-flag merchant fleet.

House Merchant Marine Oversight Panel

Republicans

Herbert Bateman (Va.)
Joe Scarborough (Fla.)
Duncan Hunter (Calif.)
Curt Weldon (Pa.)
Jim Saxton (N.J.)
Tillie Fowler (Fla.)

Democrats

Neil Abercrombie (Hawaii)
Gene Taylor (Miss.)
Jane Harman (Calif.)
Patrick Kennedy (Mass.)
Thomas Allen (Maine)
Adam Smith (Wash.)

House Coast Guard and Maritime Transportation Subcommittee

Wayne Gilchrest (Md.)
Frank LoBiondo (N.J.)
Don Young (Alaska)
Howard Coble (N.C.)

Bob Clement (Tenn.)
Jay Johnson (Wis.)

The address to contact members of the House of Representatives is The Honorable (Member's Name), U.S. House of Representatives, Washington, DC 20515.

Senate Surface Transportation and Merchant Marine Subcommittee

Republicans

Kay Bailey Hutchison (Texas)
Ted Stevens (Alaska)
Conrad Burns (Mont.)
Olympia Snowe (Maine)
Bill Frist (Tenn.)
Spencer Abraham (Mich.)
John Ashcroft (Mo.)

Democrats

Daniel Inouye (Hawaii)
John Breaux (La.)
Byron Dorgan (N.D.)
Richard Bryan (Nev.)
Ron Wyden (Ore.)

The address to write members of the Senate is The Honorable (Member's Name), U.S. Senate, Washington, DC 20510.

SIU Crews Reflagged Ships

Continued from page 3
ging of the *Tennessee*.

Tellez stated that in talking with crewmembers, "something that really stood out is their determination and teamwork. They know they have a job to do, and they're committed to proving that Maersk made a good decision by bringing these vessels under the U.S. flag."

All four ships will be utilized in commercial trade between U.S. ports, the Mediterranean and/or South America. In accordance with terms of the MSP, they also will be available for use by the U.S. armed forces to provide sealift in times of war or national emergency, as well as to transport military cargo in times of peace.

On the U.S.-Mediterranean runs, the vessels will call on the ports of Houston, Miami, Port Everglades and Charleston, S.C. in the United States. Their foreign ports of call will include Algeciras and Valencia in Spain

and Genoa in Italy. The company also may add service to Egypt, Greece, Israel and Turkey.

In announcing this service, Maersk President Tommy Thomsen pointed out that the company already operates eight American-flag ships for the U.S. Military Sealift Command (also crewed by SIU members). "We are now proud to expand our U.S.-flag presence into the commercial fleet," he said.

President Clinton signed the MSP last October, days after the Senate voted in its favor by 88-10. The 10-year, \$1 billion program includes roll-on/roll-offs, car carriers and LASH (lighter aboard ship) vessels as well as container-ships.

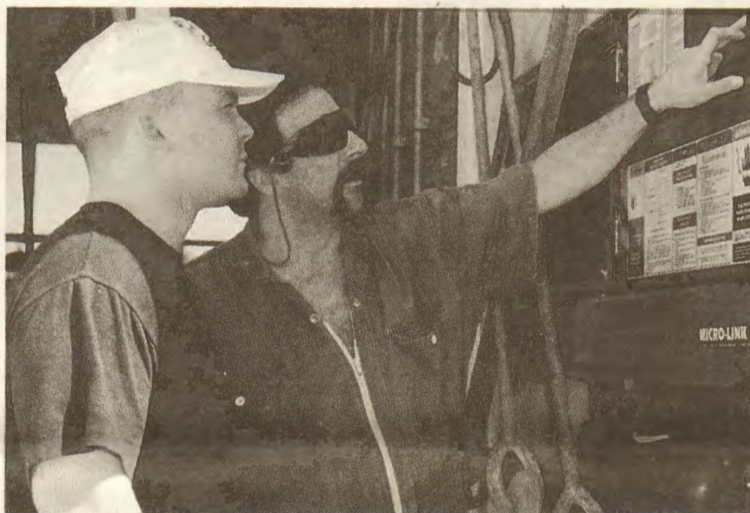
(Editor's note: The photos



Chief Cook Bryan Powell (right) and Steward/Baker Dwight Wuerth help keep their shipmates well fed on the *Maersk Tennessee*.



Gathered on the deck of the newly renamed *Maersk Texas* are Seafarers and members of the American Maritime Officers.

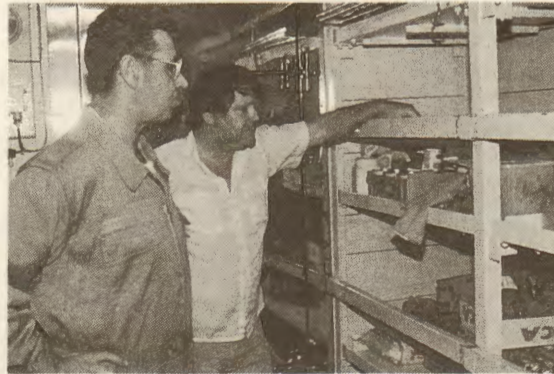


QMED Electrician Michael Rubino (right) provides a few technical pointers on reefers to GVA David Davis, Jr. aboard the *Maersk Texas*.

accompanying this article, and those on the front page, were provided by SIU Port Agent Ambrose Cucinotta.)



Aboard the *Maersk Tennessee*, Bosun Ben Born operates the crane controls.



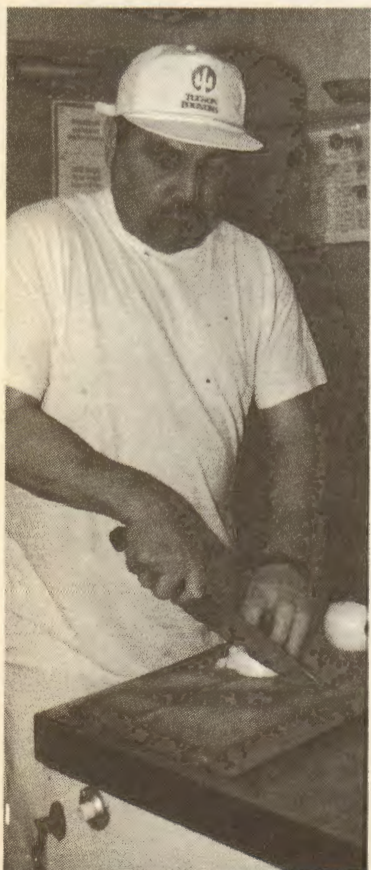
Steward/Baker Hugh Wildermuth (left) and Chief Steward John Madsen check the stores aboard the *Maersk Texas*.



Members of the *Maersk Texas* deck crew paint over the letters spelling the ship's former name, the *Tinglev Maersk*.



Members of the deck gang on the *Maersk Tennessee* handle the stern winch. Pictured from left are ABs William Dize, Chris Conway, Ron Zurek and S. Seiler.



Chief Cook Albert Falcon dices onions in the *Maersk Texas*' galley.

Steward Recertification Is New "Beginning Point"

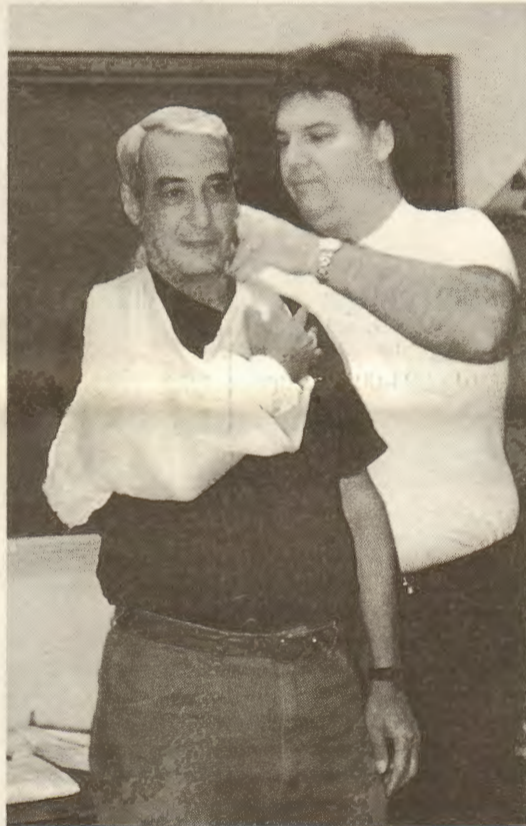
Seven Recent Graduates Agree Class Is Start of New Careers



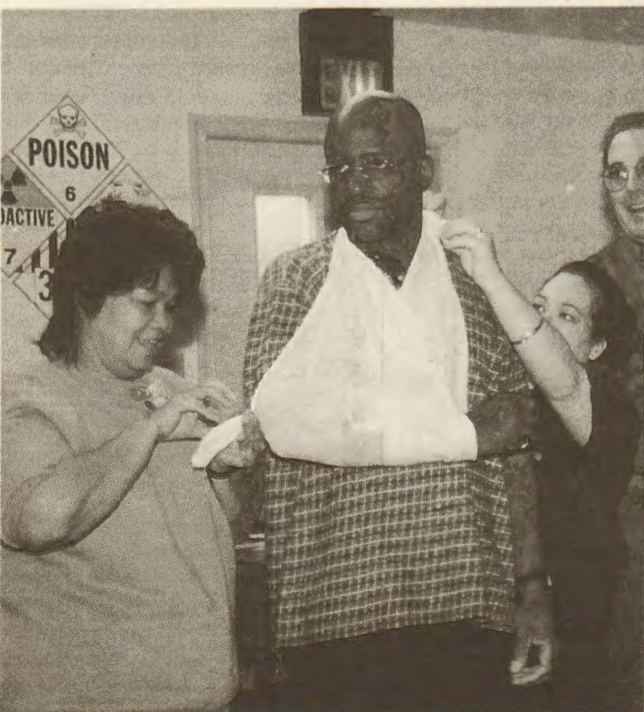
Following the graduation ceremony, which was held during the March membership meeting in Piney Point, Md., the recertified stewards are congratulated by SIU President Michael Sacco (center) and Vice President Contracts Augie Tellez (right front). They are (from left) Gerald Figg, Salvatore Torneo, Dwight Wuerth, Sacco, Jeffrey Smith, Lanette Lopez, Tellez and William Bunch.



William Bunch, who believes that sailing is a wonderful way to make a living, prepares crepes in the Lundeberg School's culinary lab.



Students take turns applying the first aid skills they have learned. Here, Salvatore Torneo pretends to be the victim while Dwight Wuerth ties a knot in the sling.



Gerald Figg's arm sling is meticulously put in place by Lucille Aguilar and Lanette Lopez during practice in the refresher first aid class.



Speaking before those assembled at the March membership in Piney Point, Md., Jeff Smith says he will take what he has learned in the course back to his fellow crewmembers.

For the seven graduates of the steward recertification program, completion of the five-week course last month marked not a point of fulfillment but rather a point of departure for the remainder of their seafaring careers.

This was one of several themes expressed by the Seafarers as they received their diplomas at the March membership meeting in Piney Point, Md.

William Bunch, Gerald Figg, Lanette Lopez, Jeffrey Smith, Salvatore Torneo and Dwight Wuerth (as well as **Lucille Aguilar**, who was unable to attend the graduation ceremonies) delivered their thoughts about the course and about the state of the maritime industry as they accepted certificates documenting their successful completion of the class—the highest curriculum available at the Paul Hall Center for Seafarers who sail in the steward department.

"I guess that I had a feeling that this was a point of completion," Bunch, 49, stated. "But now I see that it is a beginning point for the remainder of my career as a Seafarer." Bunch joined the SIU in 1990 in the port of San Francisco.

Pride in the union was another issue expounded upon by the graduates.

"We are very lucky to have the quality of training made available to us," added Bunch, who currently sails from the port of Piney Point, "and at no monetary cost to the individual. I do not know of any other industry that would house, feed and educate their members."

He also had some words of wisdom for the trainees: "You are entering into a great future of learning, travel and adventure. Take advantage of life's opportunities as they present themselves and make the most of them. Seafaring is a wonderful life."

Lopez echoed Bunch's opinion that sailing is a great way to make a living. "Like most of you," she said, "I've been fortunate enough to have sailed around the world. If it wasn't for shipping, I would never have had that opportunity."

The 33-year-old member, who sails from the port of Jacksonville, noted that the steward recertification course helped her recognize the full importance of the union. She joined the SIU in Honolulu in 1984 and knows the value of a Piney Point education, having previously attended five upgrading classes there. Lopez added that contributions to SPAD are a small price to pay for her job security.

"When I get asked what it means to be a merchant mariner," she told those assembled at the membership meeting, "I say it's about traveling around the world and making good money, it's about fighting to keep the American shipping industry alive so I can continue to ship for years to come, it's about being a part of one of the best industries in America—an industry I'm proud to be a part of!"

"Today's shipping demands continuing your education and staying morally and physically fit," said Torneo, 60, who directed his remarks to the trainees in the audience. "You are the future of the SIU," said the Jacksonville member. "In this high-tech society, you can no longer afford to be good at your trade, you must be the best."

Smith, 48 and an SIU member for 15 years, has returned to Piney Point five times for upgrading. "Being chosen for steward recertification has been my highest honor," the Seattle member said. "This time was far and away the most productive encounter with Piney Point to date. The improvements made for the steward department training are most impressive. The new lab is well designed and functional. But the greatest improvement of all is the addition of Chef Allan [Sherwin]. He has proven to me to be both professional and insightful." Smith said he will take what he has learned in the course back to his fellow steward department members.

Figg, 45, agreed with Smith about the high quality of the lab and especially about Chef Allan. "I have never been taught by someone with as much knowledge as Chef Allan," he said. "This was a really good experience and one I would highly recommend." Figg joined the Seafarers in 1971 in the port of San Francisco, from which he continues to sail.

To those SIU members thinking about upgrading their skills at the Piney Point facility, Figg emphatically stated, "Don't pass up this opportunity. It's there for you."

In addition to the steward recertification curriculum, the seven upgraders visited the union's headquarters in Camp Springs, Md., where they met representatives of the SIU's contracts, communications, government affairs and welfare, training, vacation and pension fund departments. Smith found these sessions helped him better understand the "complexity and hard work being performed on our membership's behalf."

In his remarks, Wuerth, 45, expressed his thanks to the union leaders and membership.

"Competing against foreign seamen, shipping companies and brokers is no easy task," he stated. "It is therefore important for all of us to give the most support we can to retain the jobs we have available. By contributing to SPAD, we can help give our leadership a greater wedge against the intruding elements we face."

To the trainees, he remarked, "The union is here so that each individual can reach his or her full potential. So be all you can be. I am proud to be a member of the SIU. It has given me a chance to see the world in a different light. Only another Seafarer can understand the freedom that we enjoy." Wuerth, who sails from the port of Honolulu, joined the SIU in San Francisco in 1978.

During the five-week session, the stewards were introduced to the culinary lab where they were brought up-to-date on modern cooking techniques, practiced developing new, healthful menus and learned the safest food-sanitation practices. They also received training in the school's computer center, which will assist them when ordering stores.

Refresher courses in CPR, first aid and firefighting were required of the students in order to complete their program. With shipboard safety of paramount importance aboard SIU vessels, Smith noted, "I would recommend that all SIU members return to Piney Point every few years to brush up on these skills. I was surprised to learn how much I had forgotten."

Hall Center Upgrades Steward Curriculum

The Paul Hall Center last month completed a comprehensive upgrade of its steward department curriculum, including new, modular classes (meaning they contain distinctly separate and measured segments of instruction) and an emphasis on seetime requirements between courses.

The improvements are designed to ensure that the SIU continues turning out galley personnel "who are qualified and able to do the best job possible," noted Allan Sherwin, director of culinary education at the center's Lundeberg School of Seamanship. The restructured curriculum also should make it more convenient for Seafarers to attend courses at the school in Piney Point, Md., Sherwin added. (See sidebar for a list of courses.)

"I'm excited about it," stated Chief Cook **Gwendolyn Shinholster**, who began her sailing career with the Marine Cooks and Stewards in 1976, two years before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District. "It's important to upgrade at the school, but the mix of sailing and classes will be good."

"I think it sounds excellent," agreed Chief Cook **Judi Chester**, a 12-year member of the Seafarers. "It will add a degree of professionalism in the shipping industry. We'll get (a greater number of) professional chefs through these changes, and the ships will benefit."



Huey Jackson emerges from a refrigerator with more contents for his cuisine.



Floyd Bishop (left) and Kevin Harris share a work station in the lecture/demonstration galley.



The new steward department curriculum includes a modular schedule for the certified chief cook program. The upgraders pictured above in the Paul Hall Center's lecture/demonstration galley, along with those pictured elsewhere on this page, completed the pilot program last month.

Chester and Shinholster last month completed the first certified chief cook class that utilized a modular structure. They and their fellow upgraders voiced strong approval of the revamping of not only that class, but the overall galley curriculum.

"This will help members advance to the next level. I think it'll be a good program," observed **Kevin Harris**, who graduated from the Lundeberg School in 1981. Harris added that the continuity of steward courses will facilitate steady progression for Seafarers.

Mark Dyer said that while the new arrangement features very challenging courses, "it will benefit the school and the union. In order to successfully complete this program, you have to really want to be in the merchant marine."

"I think the school needed this kind of change," added Dyer, an eight-year member who sails from the port of New York.

Chief Cook Course

One important change is that the certified chief cook course is being offered in six, two-week modules, for a total of 12 weeks. Because none of the modules is a prerequisite to any other, effective immediately, eligible upgraders may enroll at the start of any of the six modules.

Additionally, after completing at least three modules (a total of six weeks), upgraders who have an opportunity to ship out may do so. They then would have one year from their departure date to return to Piney Point and finish the other three modules. (Of course, students also may complete each of the modules in succession.)

"The main idea is to make accessibility to the school more flexible," explained Sherwin, who has earned certifications from a

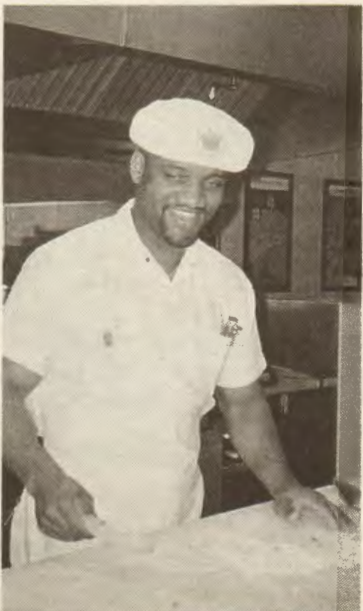
number of prestigious culinary institutions. "Additionally, we have assembled a group of first-rate, professional instructors—including Tim Stephenson, the executive chef, and Eileen Hager, the lead instructor in the culinary lab—to provide quality education to the upgraders."

"We're also really trying to instill a sense of professionalism in all the courses," he added. "The steward department interfaces with everyone on a ship, every day, so they have a big impact on morale. We're reminding upgraders that it's not just the food you're serving, it's how you do it."

For more information about enrolling in Lundeberg School courses, see the application on page 23 in this *LOG*, ask a port agent or contact the admissions office at (301) 994-0010, extension 5202.



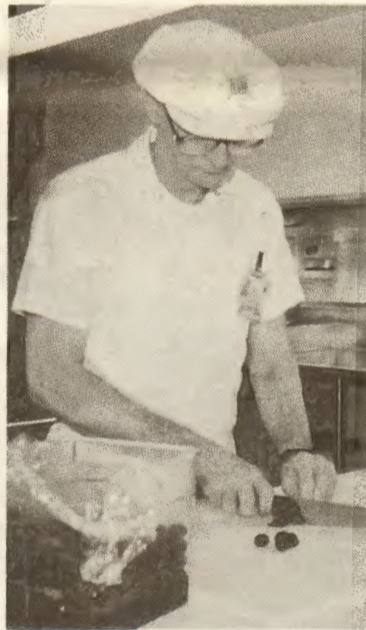
Adding a drop of oil to the skillet is Gwendolyn Shinholster.



Mark Dyer prepares his work surface before beginning a cooking exercise at the Paul Hall Center.



Susano Cortez works toward completion of a hands-on drill in the chief cook class.



Wayne Champine dices an ingredient for his next recipe.



Following instructions at the center's Lundeberg School of Seamanship is Donald Sneed.

New Steward Dept. Curriculum At the Paul Hall Center

1. *Unlicensed Apprentice Courses*

Includes a 20-hour shipboard sanitation class and a 20-hour galley familiarization class. After students complete 90 days' seetime in the apprentice program, those who choose to sail in the steward department will return to the school for a four-week galley operations class. Galley operations features a pair of two-week modules.

2. *Galley Operations II*

Members must have 120 days' seetime to enroll after completing the unlicensed apprentice program. Non-graduates must have 365 days' seetime as an SA to enroll. The course consists of two, two-week modules (for a total of four weeks). Each module includes 35 hours, with additional time served in the school's galley operations.

3. *Certified Chief Cook*

Members must have 180 days' seetime after completing advanced galley operations to enroll. The course consists of six, two-week modules that are stand-alone (for a total of 12 weeks). This structure allows eligible upgraders to enroll at the start of any module.

4. *Advanced Galley Operations*

Members must have 180 days' seetime after completing certified chief cook to enroll. The course consists of four one-week modules (for a total of four weeks).

5. *Chief Steward*

Members must have 180 days' seetime after completing advanced food preparation to enroll. This is a 12-week class.

6. *Recertified Chief Steward*

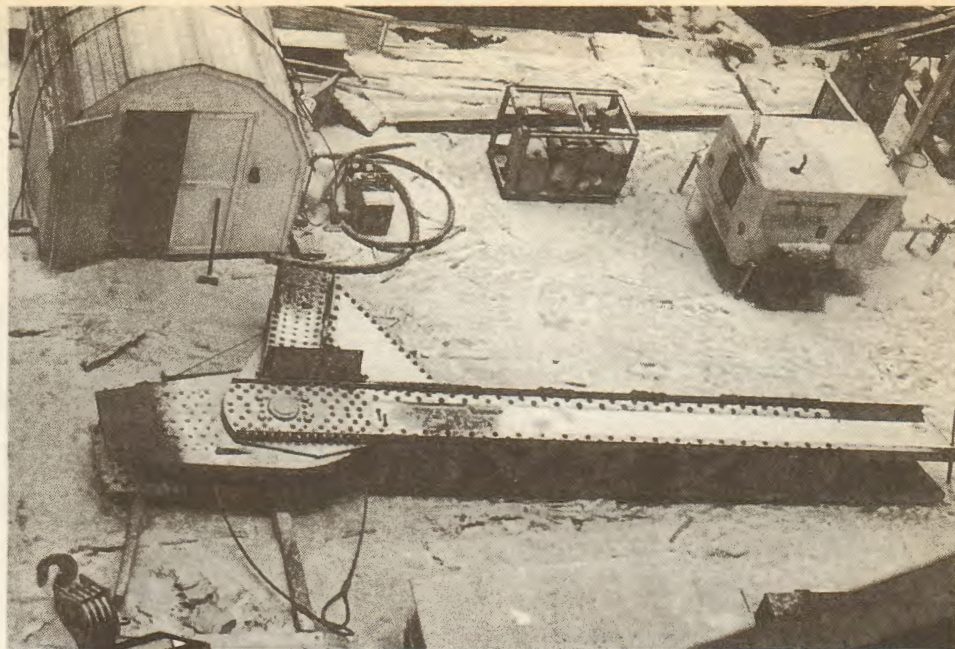
This six-week class is the most advanced curriculum available to Seafarers sailing in the steward department. Seafarers must be full-book members and must have seetime and/or training as listed on the application in order to apply for enrollment. (A panel of three Seafarers from each year's final recertification course reviews the applications and selects the following year's class members.)



Frequent upgrader Judi Chester believes the new curriculum will benefit all Seafarers.



A Luedtke barge holds the large crane that lifted the River Rouge bridge so Seafarers were able to remove and replace a damaged joint.



The replacement bridge joint, lying on its side aboard the barge, waits for the Luedtke crews to put it into place.

Luedtke Seafarers

BRIDGE

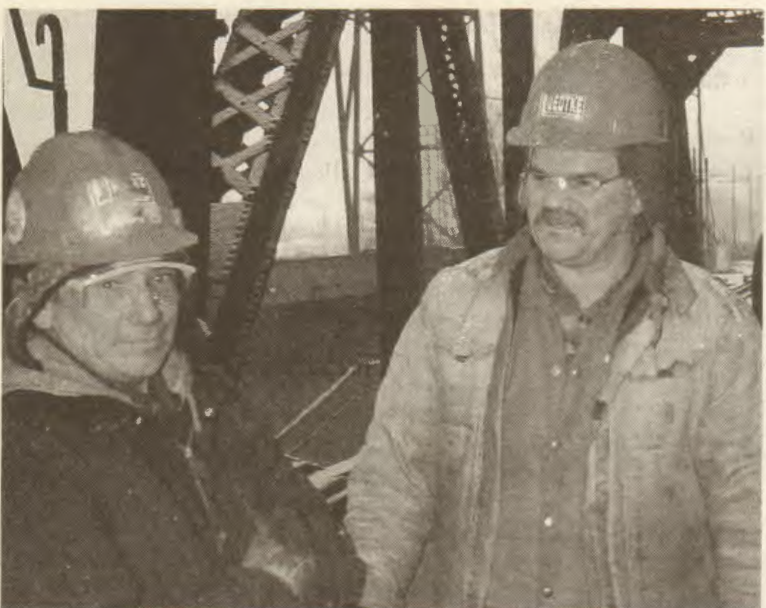
Difficult Repair Job



Inspecting the old bridge joint to be replaced is Dredgeman Randy Johnson.



Welder Shannon Jensen carries a piece of support steel up a ladder to brace the bridge.



While working on the new bridge joint in the Luedtke yard, job foreman/Dredgeman Leonard Valentine (left) discusses the River Rouge bridge repair with Luedtke project manager Tom Zakovich.



Dredgeman Randy Johnson (left) and Captain/Dredgeman Kevin Hollenbeck put bolts in place on the new bridge joint.

SIU-crewed Luedtke Engineering Co. tugs, dredges and marine construction equipment can typically be spotted throughout the Great Lakes region hard at work, doing everything from installing marine breakwalls to dredging harbors.

Recently, however, these Great Lakes Seafarers performed a very different assignment. In January, they were called on to orchestrate an intricate railroad bridge repair in River Rouge, Mich. under extremely challenging conditions.

Others Had Failed

The Norfolk Southern railroad bridge stretches across the River Rouge, located just outside Detroit. It is a lift bridge which raises entirely to one side to allow marine traffic to pass through.

Late last year, one of the pins located in the joint (or arm) that lifts the bridge into the air broke. The SIU-contracted company was chosen after two construction companies attempted the job, but abandoned it due to the complexity of the repair.

After a detailed inspection of the bridge, Luedtke determined that the pin was severely deteriorated and could not be removed and replaced. The entire bridge joint had to be exchanged.

In order for Seafarers to safely conduct the repair, the bridge was shut down for the first time since its construction in 1929. The closure of the bridge cut off all river traffic to the Ford Rouge Plant, two oil docks and a major steel factory located on the other side of the structure.

According to the Frankfort, Mich. company, this was the first time that Luedtke SIU crews attempted a job of this magnitude.

Difficult Circumstances

Seafarers spent two weeks in Frankfort at the Luedtke yard building the replacement joint so it would be ready for immediate setup.

In extremely cold temperatures with thick river ice and snow showers, Seafarers arrived in River Rouge on January 1 with Luedtke equipment. In order to get the job done in the quickest time, the SIU crews worked 24-hours-a-day in two 12-hour shifts, seven days a week.

"I think we were successful where others failed because we approached the job from a marine standpoint," Luedtke Engineering President Kurt Luedtke told a reporter for the *Seafarers LOG*.

"All the work and equipment could be accessed by the crews from our barge which stood fully loaded and anchored next to the bridge. The other companies tried to base everything on the shore. It was impossible for them," he added.

Using a large crane, Seafarers lifted the bridge 40 feet into the air and used massive steel columns to support its 500-ton weight so they could exchange the parts.

With the columns secured, Seafarers removed the old joint and replaced it with the newly constructed piece.

Algonac SIU Representative Don Thornton, who provided the photos accompanying this article, said, "After visiting the members in the dead of winter and seeing the task at hand, I really got an appreciation of just how difficult the job was. These are dedicated, hard-working men and there was never a doubt in my mind that they could finish a job that no one else on the Lakes could."

After six weeks of laborious, around-the-clock work, the SIU

members were on hand when the bridge reopened in February.

Seafarers Commended

Tom Zakovich, a Luedtke project manager, stated, "It felt really good to see the bridge raise on the first try."

"All the crews did an outstanding job. However, the night shift guys had it even rougher because of the extreme temperatures," Zakovich, who worked the night shift, said.

"Our Seafarers came through once again," noted Luedtke. "It is never easy to work around-the-clock, but doing it outside in January is really tough. They did a great job. They are an excellent crew and really put forth a team effort to get the job done safely and successfully," the company president added.

Seafarers who worked the day shift during the bridge repair job included Leonard Valentine, Kevin Hollenbeck, Randy Johnson, Shannon Jensen and Todd Smeltzer. Joining Zakovich during the night work were Richard Arnold, Fred Gunn, Jason Beyette and Russell Wygant.

SIU members crew the company's tugboats, launches, dredges, derrickboats and other types of self-propelled vessels and floating equipment.



Using the crane, Seafarers prepare to lift the bridge 40 feet into the air. Massive steel columns already in place will secure the weight of the bridge before Seafarers remove the broken piece.

Detroit Newspaper Workers Continue to Fight for Jobs

Even though Detroit newspaper workers have offered to return to work despite the lack of a contract, the bitter battle goes on as the *Detroit News* and the *Detroit Free Press* continue their union-busting tactics by refusing to honor the offer and reinstate the more than 2,000 workers replaced by scabs 20 months ago.

On February 14, the unions representing the striking newspaper workers extended an unconditional offer to the publishers to return to work while a new contract is negotiated.

However, as the *Seafarers LOG* went to press, none of the strikers had been called back to their jobs at the papers.

While the *Detroit News* and the *Detroit Free Press* superficially accepted the return-to-work offer, they stated they "would rehire the strikers as vacancies occur." The papers have refused to dismiss the scabs and rehire the workers who went out on strike on July 13, 1995. According to the unions, the refusal of the newspapers to honor the unrestricted return of all workers is equal to a lockout.

"The strike [isn't] over," stated Detroit Newspaper Guild President Lou Mleczko. "We're going to escalate it."

The unions have filed an unfair labor practice charge with the National Labor Relations Board (NLRB) against Gannett and Knight-Ridder news chains for not immediately reinstating all strikers. (Gannett owns the afternoon *Detroit News*, while Knight-Ridder owns the morning *Detroit Free Press*.)

The NLRB can order the companies to fire the scab workers and take back all strikers who wish to return. The two papers hired thousands of non-union workers from other newspaper affiliates across the country to replace the union members when the strike began.

Additionally, if the companies continue delaying the rehiring of the workers in an unfair labor practice dispute, the NLRB can make the newspaper chains pay liabilities of up to \$250,000 per day from the date the unconditional offer was made.

Meanwhile, the NLRB also has yet to rule on the union members' initial unfair labor practice charge, which states that the companies forced the strike by failing to bargain in good faith. If the NLRB rules that the strike was due to an unfair labor practice, the publishers will be required to pay an estimated \$80 million in back pay to the workers.

Al Derey, secretary-treasurer of Teamsters Local 372 (one of the unions involved in the strike) and chairman of the Metropolitan Council of Newspaper Unions, noted the significance of the Detroit strike is "more than just our jobs and families. We've been fighting for all American working fami-

lies who are fed up with greedy corporations that destroy communities and good jobs in the name of profits."

(The strikers are represented by the Metropolitan Council of Newspaper Unions. They include drivers, circulation employees, reporters, photographers, mailers, copy editors, artists, graphic workers, press operators, printers and engravers.)

Pledge of Support

At its winter meeting in Los Angeles, the AFL-CIO Executive Council (of which SIU President Michael Sacco is a vice president) pledged to support an escalated fight for a contract by the Detroit workers.

As part of the effort, the executive council approved a plan for an international show of labor solidarity in Detroit on June 20 and 21. Thousands of trade union activists from throughout the U.S. are expected to attend Action! Motown '97, consisting of two days of rallies and mass demonstrations against the union-busting practices of the *Detroit News* and *Free Press*.

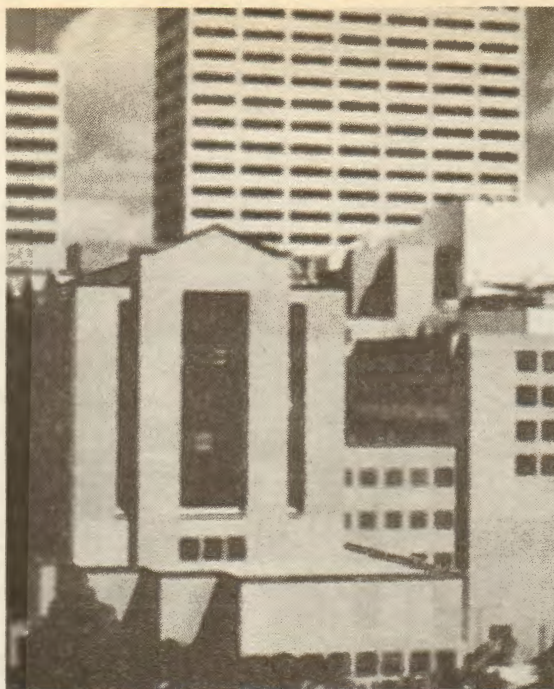
Meanwhile, pressure on the Detroit publications continues through circulation and advertising boycotts, public campaigns and demonstrations. This heightened effort by the AFL-CIO and striking unions to resolve the dispute aims to increase financial and boycott pressure in every city where Gannett or Knight-Ridder has a newspaper.

Such pressure succeeded in February when Rosalynn Carter, wife of former President Jimmy Carter, announced she would resign as a member of the Gannett board in May.

According to the unions, the advertiser and subscriber boycott has already caused the papers to lose \$250 million. Additionally, more than 700,000 readers and 1,300 advertisers have withdrawn their support of the two publications.

The workers went on strike in 1995 after negotiations failed to formulate a new agreement. Management at the two papers were demanding an end to overtime pay; 200 job cuts; concessions on health care, sick leave and vacation; restrictions on grievance procedures; shifting of some full-time jobs to part-time without benefits; and the elimination of 1,600 news carriers' jobs.

The *Detroit Sunday Journal*, produced by the striking union members and supported by numerous Detroit-area advertisers, continues gaining in circulation. SIU members can help the Detroit workers in their struggle against the *Free Press* and *News* and their corporate parents, Knight-Ridder and Gannett by not buying either of the scab papers or any other papers affiliated with the companies, like *The Miami Herald* and *USA Today*.



The Methodist Hospital Institute for Preventive Medicine is located just minutes from the Houston union hall.



AB Johnnie August, a graduate of the entry program at Piney Point, gets a checkup from nurse Gwen Turbinton at the new clinic in New Orleans.

Welfare Plan Opens New Clinics For Members in New Orleans, Houston

The Seafarers Welfare Plan (SWP) has designated two new occupational health clinics for SIU members in the New Orleans and Houston areas. The clinics, both associated with leading academic medical institutions, were chosen to improve members' access to high quality care and prompt, efficient service.

Both medical clinics specialize in occupational health and preventive medicine.

Clinic Moves from Hall

On January 6, Tulane Occupational Health Clinic at the Tulane University Hospital and Medical Center took over as the Seafarers Welfare Plan-contracted clinic in New Orleans. It replaced the clinic located in the New Orleans union hall.

The new facility, only five miles from the union hall, is located at 1415 Tulane Avenue on LaSalle (next to the hospital's emergency room). It is easily accessible to New Orleans-area Seafarers.

"This new agreement [with the Tulane clinic] will allow members to receive their required clinical services in a single location," said Dr. Kenneth Miller, Seafarers Welfare Plans medical director. "The entire medical center with all of its resources will be available to the members and their dependents. This will greatly enhance the resolution of any medical problems that may arise," Dr. Miller stated.

A group of occupational health and preventive medicine specialists, capable of handling the medical requirements of SIU members, is on staff at the clinic. Among the services that the Tulane clinic and medical center provide are pre-employment physicals, physicals required for U.S. Coast Guard licenses, annual examinations, diagnostic studies (including X-rays, MRI and CT scans), hearing tests, vision and glaucoma screenings, blood tests, drug screens, pulmonary function tests, cardiovascular studies (including stress testing and EKG), motor coordination tests and health risk assessments.

Seafarers who have visited the new facility give it positive reviews. Chief Cook **John Foster** said he likes the friendly atmosphere of the new clinic. "I went in for my annual physical and drug test, and they took good care of me. The doctors and nurses are very polite and courteous," stated Foster, who recently signed off the *Overseas Vivian*.

Darrell Jones, an AB who also went to the New Orleans clinic for his annual physical, said, "The medical service was fast and efficient. It is a very nice place and is a convenient location. I particularly liked the free parking garage located just across the street from the clinic. I was in and out very quickly," noted Jones, who just completed a tour aboard the *Sulphur Enterprise*.

When visiting the Tulane facility, Seafarers will recognize the friendly face of nurse Gwen Turbinton, who worked at the clinic in the New Orleans union hall for nine years.

"This location is better for serving the membership, and I am glad to be continuing my work with the SIU members. Some of the younger Seafarers became so much a part of my daily life that they became like my kids. It is great to hear that everyone is pleased with our new location," said Turbinton.

The Tulane Occupational Health Clinic hours are from 7:30 a.m. to 5:00 p.m., Monday through Friday.

New Site in Texas

Beginning April 7, Seafarers in the Houston area may use the Methodist Hospital Institute for Preventive Medicine, an affiliate of Baylor College of Medicine and Occupational Health. The SWP-contracted clinic is located at 6565 Fannin Street, South Tower Suite #583, about three miles from the union hall.

"The Institute for Preventive Medicine and the Occupational Health Program are uniquely positioned to provide high quality rapid evaluation, appropriate recommendations for follow-up, and immediate referral to a wide range of physicians and services," said Dr. Miller.

The Baylor College of Medicine and the Methodist Hospital have an extensive history of collaboration in patient care, education and research. Seafarers and their families may use the various inpatient treatment programs as well as the hospital's other diagnostic and treatment services.

The hospital is recognized by several prestigious medical journals as one of the best medical institutes in America. Additionally, it is among the largest non-profit health care providers in the U.S.

The Methodist Hospital Institute includes dozens of skilled physicians who specialize in cardiovascular surgery, cancer and epilepsy treatment, obstetrics/gynecology, endoscopic surgery, otolaryngology, neurology, orthopedics, urology and more.

The Methodist Hospital Institute for Preventive Medicine is open from 8:00 a.m. to 5:00 p.m., Monday through Friday.

The Welfare Plan determined that the Tulane University Occupational Health clinic and the Methodist Hospital Institute for Preventive Medicine clinic were best able to provide all the medical services required by Seafarers and their dependents. Additionally, both centers are very well respected within the medical community, according to Dr. Miller.

In accordance with the usual procedure, Seafarers wishing to use the services of either clinic should first go to their respective union hall to receive the necessary medical authorization before proceeding to the clinic for their annual physical examinations and drug tests. For all other medical services, Seafarers and their families may utilize either medical center since both institutions will accept the Seafarers Welfare Plan medical insurance.

SEAFARERS FAMILY photos

Getting together with families and friends during the year, especially at holiday times, is often difficult for traveling Seafarers. These snapshots are reminders of the loved ones who sometimes are temporarily left behind—but never forgotten.

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



Carlos Loureiro and Debra Ferreira were married on November 30, 1996 in Las Vegas, Nev. Loureiro most recently sailed as bosun on the Overseas New York; his bride is a college student who plans to become a nurse or physician's assistant.



David Vega is proud to show off his 3-month-old daughter, Laura Paulina Vega. The QMED, who sails from the port of Baltimore, recently upgraded his skills at Piney Point.



Erin and Abigail Fleming look forward to seeing their father, John Fleming, who sails as a chief pumpman aboard the Overseas New York.



Recertified Steward Robert Scott sent this photo to the LOG of his 18-month-old grandson, Robert L. Scott III, who is quite happy sitting with his grandmother, Olive Scott. The young Scott, whose father is a computer salesman in Austin, Texas, visited his grandparents in Mobile, Ala. over the Christmas holidays.



Bosun Robert Pagan (left) and his wife, Lee (right) met with U.S. Rep. Loretta Sanchez (D-Calif.) at the February MTD executive board meeting in Los Angeles.



Bosun Robert W. Walker of Mobile, Ala. poses with his daughters, Heather and Reesa, and son, Robert Jr., shortly after getting off the USNS Shughart. Walker, who is continuing his battle with cancer, misses shipboard life and would enjoy hearing from some of his former shipmates.



Steven Reed and his wife, Lorene, pose with their newest addition, Miranda (born September 24, 1996). Reed sails from the port of Houston as a quartermaster aboard G&H Towing vessels.



Eleven-year-old Stephanie Enman, the daughter of engine department member Dana Enman, won Miss Photogenic in a contest late last year and is now off to bigger and better pageants, including one on June 22, 1997. The port of Houston helped sponsor her efforts with the purchase of her dress. Shortly after Stephanie's win in Houston, the Enman family moved to Metairie, La.

Maritime Briefs

Rep. Evans Sponsors House Version Of Merchant Mariners Fairness Act

Rep. Lane Evans (D-Ill.) last month introduced a bill that would extend veterans' benefits to merchant mariners who sailed during the latter stages of World War II. The Merchant Mariners Fairness Act of 1997 (H.R. 1126) has been referred to the House Committee on Veterans' Affairs for consideration.

Earlier this year, Senate Majority Leader Trent Lott (R-Miss.) introduced similar legislation, also known as the Merchant Mariners Fairness Act. That bill is awaiting action by the Senate Veterans' Affairs Committee.

Both the House and Senate versions have bipartisan backing, and the SIU supports both pieces of legislation.

At issue is the fact that World War II merchant mariners have a different cutoff date for veterans' status (August 15, 1945, the day the Japanese surrendered) than members of the U.S. military (December 31, 1946, when hostilities officially were declared ended by President Harry Truman). Merchant mariners who first shipped out after August 15, 1945 are not considered war veterans, even though military personnel who began serving after that date received war veterans' status.

The discrepancy stems from a 1988 decision by the Defense Department.

"My legislation simply would correct this discriminatory practice by making the service eligibility period for merchant mariners identical to that provided for other veterans," Rep. Evans said in a March 13 letter sent to the other members of the House. He further noted that between August 15, 1945 and December 31, 1946, "12 U.S.-flag merchant vessels were lost or damaged as a result of striking mines. Some of the merchant mariners serving on these vessels were killed or injured."

During previous sessions of Congress, the SIU testified in support of bills similar to the Merchant Mariners Fairness Act of 1997. In those remarks, the union pointed out that there were 20,000 U.S. merchant seamen whose initial voyages barely were preceded by the Japanese surrender. Those crews were prepared to sail into combat zones, and they still faced danger from floating mines and from carrying explosives.

Trial Expected to Occur in Taiwan For 6 Charged in Stowaway Murders

Six Taiwanese officers accused by their shipmates of killing three Romanian stowaways apparently will face prosecution in their native country, according to press reports.

The mariners last month were released from Canada, where they had been detained during an investigation of last year's incident in which they allegedly injured the stowaways and then forced them off the *Maersk Dubai* and into the North Atlantic. The ship subsequently arrived in Canada last May, where the Filipino crew fled the vessel and reported the alleged murders to Canadian authorities.

Taiwan and Romania each wanted to try the seamen. Last month, a Canadian judge freed them after ruling that he did not have authority to order their extradition to Romania. But the officers remained in Canada pending an appeal; during that time, the Taiwanese government apparently convinced Canada that the men would face prosecution in Taipei.

The mariners were expected to return to Taiwan to face murder charges, according to newspaper accounts.

ITF Wins Record Back-Pay Total For Merchant Mariners in 1996

The International Transport Workers Federation (ITF) last year secured an estimated \$35 million in back pay owed to mariners on runaway-flag ships. This represents the largest annual total of such payments won by the London-based organization, and it more than doubles the amount secured in 1995.

"We hope this overall improvement will prove to rogue shipowners that they cannot continue underpaying and cheating seafarers," stated ITF Assistant General Secretary Mark Dickinson.

The ITF represents about 10 million transportation employees from more than 470 trade unions worldwide, including the SIU.

The Seafarers Section of the ITF, which is chaired by SIU Executive Vice President John Fay, has inspectors throughout the world assisting crews of runaway-flag ships and working to ensure the shipowners are held accountable. Edd Morris and Spiro Varras are the SIU's ITF inspectors; last year, they helped secure back wages for a number of crews aboard runaway-flag ships.

The ITF also assists as many crews as possible that need help, whether or not their vessels are runaway-flag ships.

American Hawaii Cruises Starts Scholarship Program

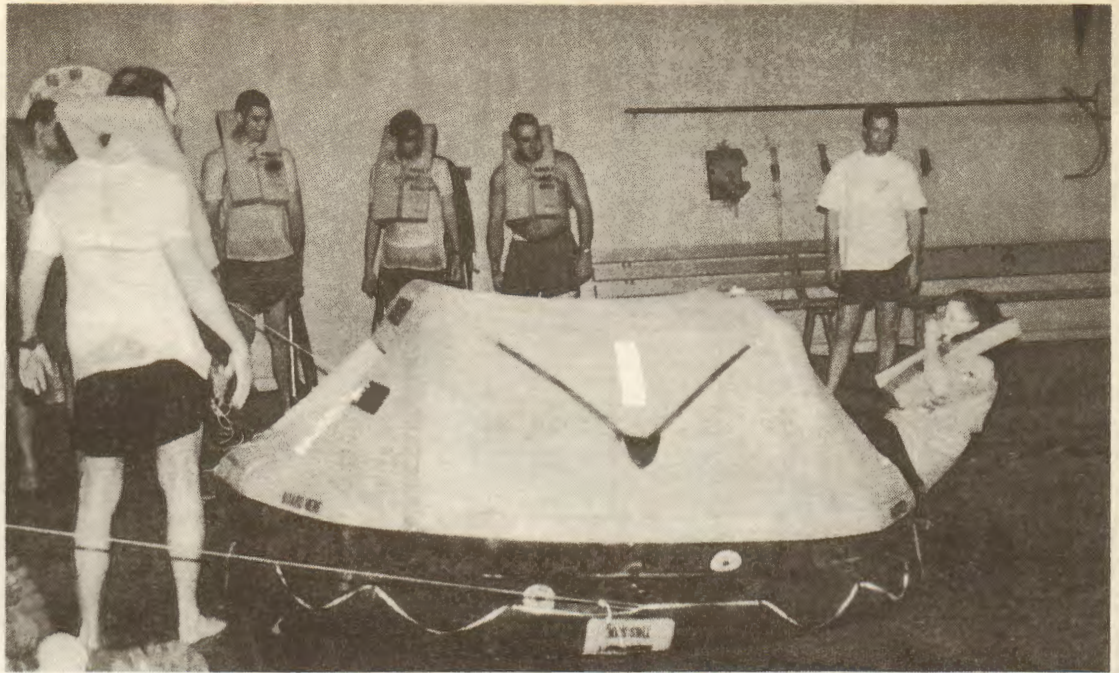
SIU-contracted American Hawaii Cruises (AHC) recently announced that it has established an \$80,000 scholarship program for Hawaii public high school seniors who plan to attend the University of Hawaii system (which includes community colleges) beginning this fall.

All Hawaii public high school seniors ranking in the top 15 percent of their graduating classes are eligible to apply for the \$2,000 scholarships, to be given to one student from each of the state's 40 public high schools.

As a condition of accepting a scholarship, recipients must agree to participate in two community service activities during the year as arranged and coordinated by the University of Hawaii's office of student affairs. Additionally, all applicants must submit an essay detailing their insights into the value of good citizenship and service to the community.

Scholarship winners will be chosen by committees of counselors, teachers and administrators from each school. The recipients and their parents will be hosted at an awards reception aboard the *Independence* in Honolulu on May 10.

Hall Center's Self-Certification Training Under Way



The Paul Hall Center in Piney Point, Md. late last year became one of the first maritime training facilities in the United States to receive U.S. Coast Guard approval for self-certification courses. Upgraders quickly took advantage of the three classes that received the self-certification designation, including lifeboatman/water survival (pictured above), tankerman assistant DL and LNG familiarization. Upon completing those courses, students will take a Coast Guard-approved Lundberg School exam, rather than a test administered by the agency. This means students will not have to pay a testing fee for the self-certification courses. In this photo, Seafarers perform various drills involving a covered life raft.

Kudos to Silas Bent Galley Crew

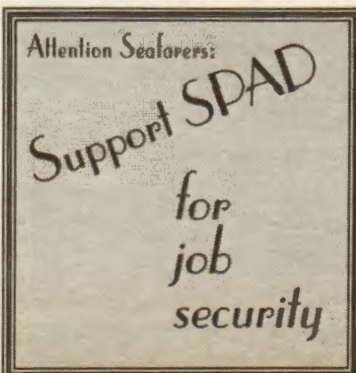
SIU members sailing in the steward department aboard the *USNS Silas Bent* recently received a certificate of appreciation from their fellow crewmembers and the U.S. Navy scientific detachment working aboard the oceanographic surveillance ship.

Chief Cook Enrique "King" Garrido, Cooks Kevin Cushing and Israel Caldwell and General Vessel Assistants Ursula Canci, Mo Zaidan, Bridgette Manning and Tracy Smith were given the certificate, which reads, "For Excellence in Food Service in 1997."

In the final report of two surveys conducted by the *Silas Bent* in January and February, the senior representative of the surveillance group, David B. Richardson, wrote, "The wide variety of food offered has been of high quality and extremely well-prepared. Room stewards have done a superior job of cleaning staterooms. The steward department as a whole has demonstrated a genuine dedication to their duties. Habitability as a whole has been excellent, and the relationship between the Naval Oceanographic Office Detachment and Dyn Marine [which operates the ship]/*Silas Bent* has been outstanding."

"I offer my personal thanks to the entire crew, who provided outstanding support in every phase of these operations."

The *Silas Bent* is operated by Dyn Marine for the Navy's Military Sealift Command.



Inquiring Seafarer

Question: What was your most memorable trip as a Seafarer?

(Asked of SIU members in the union hall in Wilmington, Calif.)



John Stout,
Recertified
Bosun—
The *Santa Maria* in 1978. It was an old Delta Line ship.

Twenty-six of us from New Orleans came out to sail her. It was a whole different operation from previous Delta ships.

J.R. Wilson,
Recertified
Bosun—I was on the original crew of the *Star of Texas*. I sailed on her for 10 months. We went between Israel to Canada and Egypt to Canada. It was a new ship with a good crew. We were gone all the time.



Ken McGregor,
Recertified
Bosun—There's really only two good trips: the last one you made and the next one you'll take.



Jerry Gianan,
Able
Seaman—It was with the cable ship *Long Lines*. It was challenging and interesting. It is a different system with the cables.



Amado Abaniel,
Recertified
Bosun—The *Delta Lines' Santa Juana* going to South

America. It was a boom ship and stayed in port a long time compared to today's ships. The South American people were very nice.

Hank Henry,
Able
Seaman—Going up to Thule, Greenland in 1989 on the *Lawrence Gianella*. Just as I went on watch, we ran into an ice field and fog. I had first wheel; the other guy was on the bow with a radio telling us where to head. By the time I was relieved, it was nice and clear.



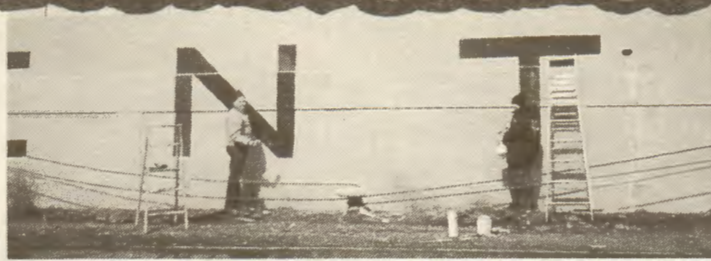
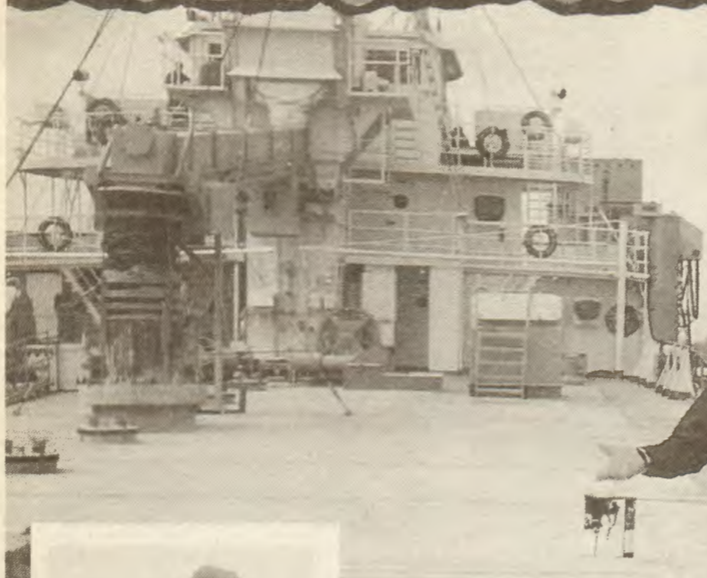
Richard Groening,
QMED—A trip around the world aboard the *Steel Traveler* in the 1960s. I was just getting started in my career. I saw 35 ports in many countries.



Ali Hassan,
Steward/
Baker—Going to Alaska on my last trip. It was on the *Overseas Juneau* in the middle of winter. The water and weather were rough.



Spring Has Sprung



During fitout, the *Medusa Challenger* was given a fresh coat of paint by Deckhand Dick Dewitte (left) and AB Francis Read.

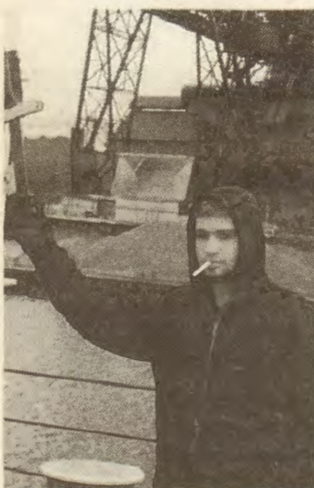
An emblem of the Greek mythological figure Medusa is mounted on the stack of the *Medusa Challenger*.



Captain Richard Stropich is ready for another busy sailing season aboard the *Joseph H. Thompson*.



QMED Daniel Boutin attended upgrading courses at the Lundeberg School during winter layup.



Above, resetting the electrical contacts aboard the *Joseph H. Thompson* is Engineer Gerald Demeuse. At left, Deckhand Jason Boyer reaches for a wrench on the hatch crane aboard the *Joseph H. Thompson*.

SIU Members Begin the 1997 Sailing Season

Seafarers aboard the *Joseph H. Thompson* were the first Great Lakes members to kick off the 1997 sailing season when on March 9 the 620-foot tug/barge unit sailed from its winter berth in Escanaba, Mich. to the LTV Steel Mill in Indiana Harbor, Ind.

Mild winter weather permitted a problem-free fitout for SIU members throughout the Lakes who early last month began reporting to their vessels to prepare for their work-packed schedules of 1997.

The Soo Locks in Sault Ste. Marie, Mich., located between Lake Superior and Lake Huron, reopened at midnight on March 25. The opening of the locks traditionally signifies the beginning to the new sailing season.

Because they did not have to wait for the Soo Locks to open to begin their 1997 runs, the *Joseph H. Thompson* and the SIU-crewed cement carriers *Alpena*, *J.A.W. Iglehart* and *Medusa Challenger* were the first four vessels of the season to set sail.

Algonac, Mich. Port Representative Don Thornton, who provided the photos accompanying this story, met with Seafarers aboard the *Joseph H. Thompson* in Indiana Harbor and the *Medusa Challenger* in the port of Chicago.

Fitout with a Smile

"When I met the *Joseph H. Thompson* the sun was shining and it was about 55 degrees outside. Also, there was no ice on Lake Michigan which is pretty unusual for the Midwest at this time of year," Thornton recalled.

He added that the crewmembers were in good spirits when they arrived in port, despite having sailed through a heavy snowstorm on Lake Michigan.

"There was about two feet of snow on the deck when they docked in Chicago but it melted quickly in the sun. The crew was really happy to be working under clear skies and sunshine, something that they are not used to during spring fitout," added the Algonac representative.

"The *Joseph H. Thompson* crewmembers are hard workers and they are geared up for another busy year of shuttling cargo throughout the Lakes," stated Thornton.

Built in 1944, the Upper Lakes Towing tug and barge primarily transports iron ore, coal, stone and salt to ports like Detroit, Taconite Harbor, Minn., Cleveland and other ports along the Lakes.

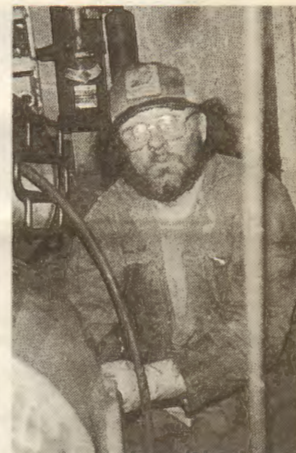
Weather Improves Morale

It was "full steam ahead" for Seafarers aboard the *Medusa Challenger* when the Cement Transit vessel departed Chicago for Milwaukee on March 20.

"The boat was immaculate, freshly painted and looking better than ever," said Thornton, who held a union meeting with the Seafarers while in



Mate Jerry Stropich makes sure the gate is clear aboard the *Joseph H. Thompson*.



Engineer Wayne Stropich cleans the *Joseph H. Thompson's* fuel pump.

the port of Chicago.

"It was obvious they spent a lot of time preparing for fitout. The entire crew was very excited and ready to get back to sailing. It is amazing how much good weather can improve the morale of Seafarers here on the Great Lakes. It is very difficult to work in brutally cold weather."

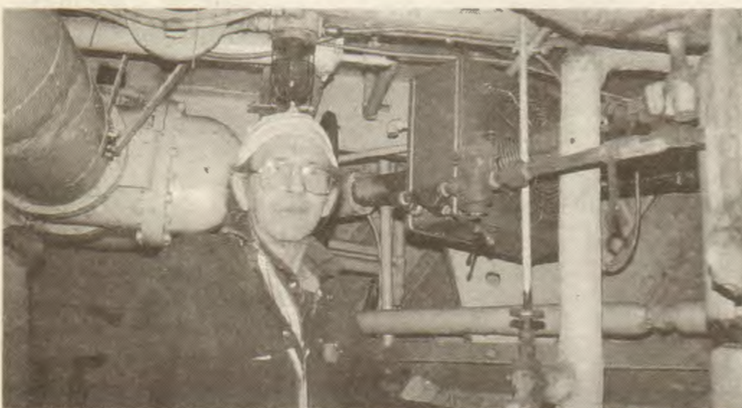
Seafarers aboard the *Medusa Challenger* agreed that the temperature during fitout helped give them a positive outlook of the busy season ahead.

"It was a really mild and easy winter, and I'm looking forward to running the lakes," said the *Medusa Challenger's* Bosun Levi Sanford. "Good weather makes for a good fitout and ultimately, a good season," he added.

Deckhand Dick Dewitte, who spent most of the winter layup relaxing in Mexico, said, "I thought I was returning to a regular Chicago winter with freezing winds, ice and snow. I was pleasantly surprised to find sunshine and temperatures above normal. It has been several years since we have had good weather for fitout. It is an indication of a successful sailing season," said Dewitte.

One day prior to the departure of the *Medusa Challenger* from Chicago, the SIU-crewed *J.A.W. Iglehart* began the '97 season when it sailed from Detroit to Alpena, Mich. On March 13, Seafarers aboard another Inland Lakes Management vessel, the *Alpena*, sailed out of Cleveland for Alpena. The cement boats are traditionally the first on the Great Lakes to set sail. In the last several years, however, ice, snow and sub-zero temperatures have caused fitout delays for the lakers.

The remaining SIU-crewed Great Lakes vessels began their voyages between the end of March and the first weeks of this month.



Oiler William Cochenet adjusts the device used for cooling discharge water aboard the *Medusa Challenger*.



Algonac Port Representative Don Thornton (standing) explains SIU medical benefits to crewmembers aboard the *Joseph H. Thompson* during a union meeting in the port of Indiana Harbor, Ind.

on the Great Lakes



Installing gasket material for the *Medusa Challenger* is Oiler Dick Slade.



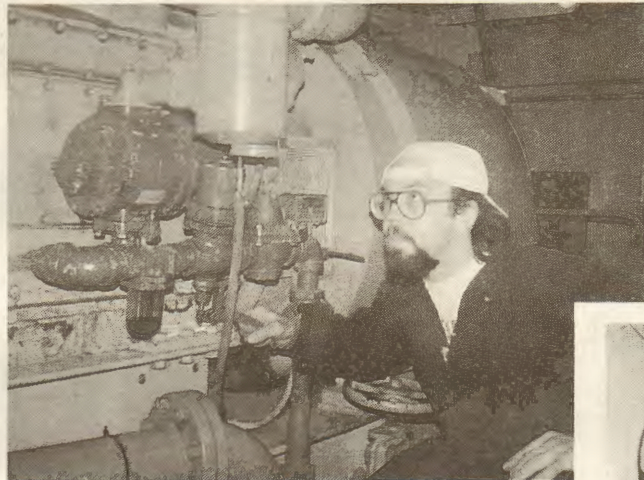
Wiper Hassan Mohamed checks gauges in the *Medusa Challenger's* engine room.



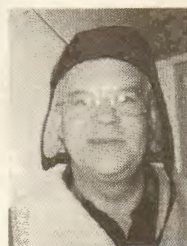
The *Joseph H. Thompson* is a tug and barge unit built in 1944.



Mounting a new fire extinguisher in a passageway aboard the *Medusa Challenger* are Deckhand Michael Cushman (left) and Watchman Paul Bird.



Conveyorman Ron Bojnovsky inspects a new auxiliary room heater aboard the *Medusa Challenger*.



Medusa Challenger Bosun Levi Sanford says mild winter weather indicates good sailing on the Great Lakes.

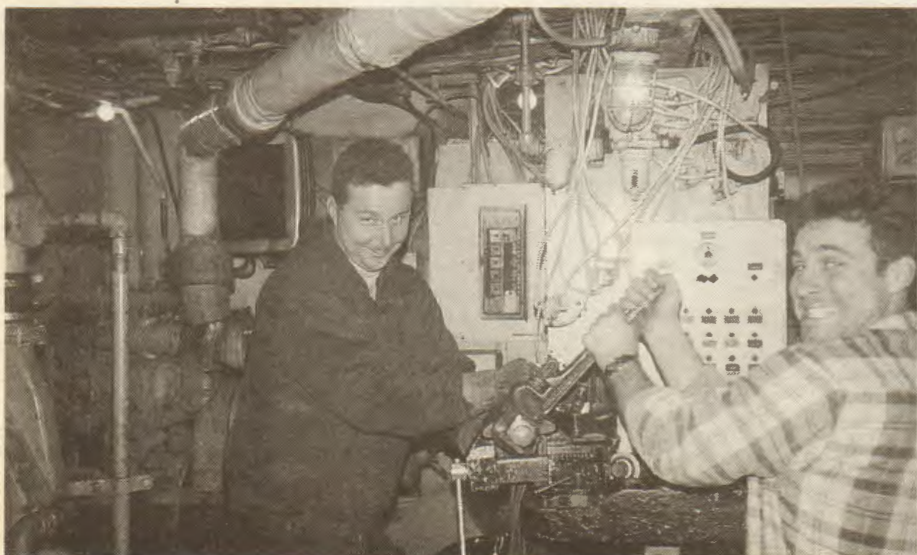


AB Chris Gabrielsen enjoys the sunshine during fitout.



QMED/Deckhand Tom Courtney (left) ties up in the port of Chicago while, above, AB/Deckhand Grant Hult operates towing winch equipment aboard the *Hannah D. Hannah*.

No Matter the Weather Conditions Hannah Tugs Never Slow on Great Lakes



Deckhand Gary Dema Jr. (left) and QMED/Deckhand Wayne Hill take apart a pipe for a water feed line aboard the *Hannah D. Hannah*.



Helping QMED/Deckhand Tom Courtney (right) fill out medical forms is Algonac Port Representative Don Thornton.

There are no breaks in the calendar for Hannah Marine tugboats and barges or their SIU crews, who operate year-round on the Great Lakes.

As Seafarers on the Lakes began reporting back to their vessels last month, members aboard these workhorses had been sailing throughout the entire winter.

During a union meeting aboard the tug and barge combination, *Hannah D. Hannah* last month, crewmembers told Algonac, Mich. Port Representative Don Thornton that while the ice, snow and cold temperatures typical of the Great Lakes region are difficult to work in, crewmembers are always very careful.

"We are always concerned about the weather at this time of the year on Lake Michigan," stated AB/Deckhand Grant Hult. "But with modern technology and constant communication with the U.S. Coast Guard and one another, we are always one step ahead of the winter conditions to get our job done safely," he said.

"The SIU members aboard the Hannah boats are extremely dedicated to their jobs," noted Thornton. "The weather on the Lakes in January, February, March and even early April can be brutal. These guys keep going to get the work done."

The *Hannah D. Hannah* and her sister tug, the *Mary Page Hannah*, spent the winter moving freight barges from South Chicago to Indiana Harbor and Burns Harbor, Indiana.

The *Margaret M. Hannah* and the *Daryl C. Hannah* also continued operations during the winter months to fill the demand for petroleum products throughout the Chicago harbor.

The remaining SIU crewed Hannah tug to work January through December, the *Mary E. Hannah*, moved an asphalt barge from Indiana Harbor to Milwaukee.

Having a Great Time Wish You Were Here!

POSTCARDS from a PINEY POINT VACATION

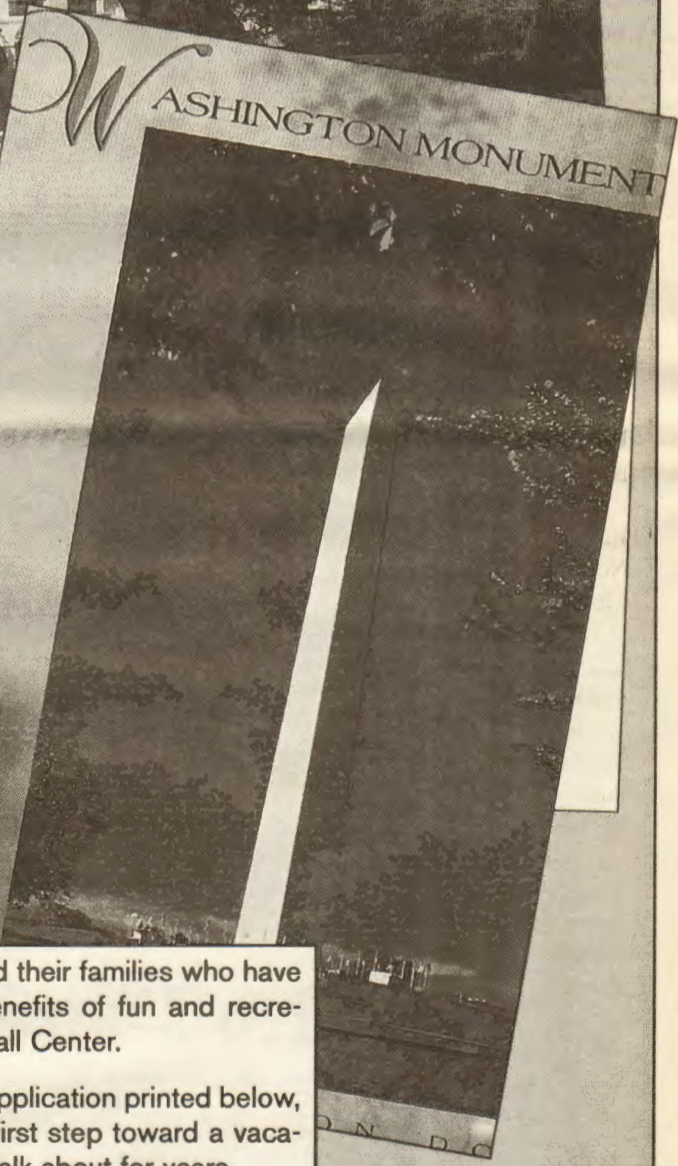
Hi!
We're having an absolutely great time. Yesterday we drove into Washington—only 90 minutes away—to take a look at some of the major sites: the Washington Monument, Lincoln Memorial and the Capitol, among others. Tomorrow we hope to go to the Aquarium in Baltimore. They supposedly have a great shark exhibit. There's just so much to do, we don't know where to start first. Our accommodations at the Paul Hall Center are very comfortable, and the food is great! Couldn't ask for a better place to spend a vacation. Maybe next year you'll join us! See you in a few days. Say hi to
Love

Dear Charlie and Sue,
Our two weeks' vacation at the Paul Hall Center here in Piney Point are rapidly coming to a close. The first week we pretty much stayed at the school. It's in a very peaceful and picturesque part of southern Maryland. We went boating on the St. George's Creek and Jim even caught a fish (but threw it back). I got my exercise in the school's Olympic-size swimming pool and then tried out their modern health spa. We played a few sets of tennis and just generally relaxed. The second week we did some touring of the



Mr
569
Bela

Greetings from Piney Point!
If we had known before about this great benefit available to members of the PPU, we definitely would have come before. It's so nice to have a comfortable place to come home to every evening after a full day of exploring the area—and at such an affordable rate. It's been such a relaxing vacation. No work about food, etc.
See you in a couple weeks



Join the many Seafarers and their families who have discovered the additional benefits of fun and recreation provided by the Paul Hall Center.

Simply fill out and mail the application printed below, and you will have taken the first step toward a vacation you and your family will talk about for years.

Dear Fellow Shipmates,
I had always associated Piney Point with upgrading, but I had never before thought about it as a place to spend my vacation with the family. Too bad. It has been really fun. There's so much to do in the area to keep everyone in the family happy. We've been to a couple local fairs and craft shows, wandered along the unspoiled shoreline, taking picnic lunches with us. The kids enjoyed visiting the Maryland Dove, a replica of the square-rigged ship that brought the first settlers from England to the Maryland shores. I really think they're learning something in the process.

Check the latest LOG and start thinking about your summer vac

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
<i>Note:</i> There is no charge for children 11 years of age or younger. The prices listed above include all meals.	

Crew of
c/o Ship
San Fra

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.*

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	19	13	3	27	13	4	12	47	26	4
Philadelphia	5	3	0	2	3	1	1	5	4	2
Baltimore	7	6	1	4	6	1	1	10	7	1
Norfolk	15	11	4	20	10	6	2	15	13	6
Mobile	12	7	0	9	7	0	5	17	10	0
New Orleans	13	10	2	15	15	1	10	33	22	2
Jacksonville	23	16	4	20	16	3	13	49	25	11
San Francisco	17	12	0	15	10	0	3	36	20	2
Wilmington	16	20	5	10	8	0	9	32	30	10
Seattle	24	14	1	16	11	0	9	48	32	2
Puerto Rico	10	2	3	5	1	2	9	23	5	5
Honolulu	7	9	0	6	9	1	2	16	24	7
Houston	27	18	5	25	18	1	12	39	28	7
St. Louis	4	1	0	2	1	0	0	3	1	0
Piney Point	2	2	1	1	2	0	0	2	2	1
Algonac	2	4	1	3	3	1	0	1	3	0
Totals	203	148	30	180	133	21	88	376	252	60
ENGINE DEPARTMENT										
New York	14	13	1	15	11	1	4	26	19	1
Philadelphia	0	1	0	2	2	0	1	4	5	0
Baltimore	2	6	1	1	5	0	2	6	5	1
Norfolk	6	7	2	4	10	2	2	8	14	2
Mobile	13	6	1	9	5	1	3	16	8	1
New Orleans	6	6	1	9	8	1	4	12	10	3
Jacksonville	17	11	1	5	9	0	4	31	20	4
San Francisco	7	11	0	7	8	0	5	17	16	1
Wilmington	5	9	1	4	6	1	4	10	9	3
Seattle	15	8	1	9	12	0	10	26	7	1
Puerto Rico	4	3	1	1	5	0	2	6	3	2
Honolulu	8	13	4	6	10	3	4	8	12	6
Houston	19	11	4	9	7	2	6	25	18	7
St. Louis	2	1	0	2	1	0	0	2	2	0
Piney Point	2	5	0	0	2	0	0	6	8	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	120	111	18	83	101	11	51	203	156	32
STEWARD DEPARTMENT										
New York	8	6	0	6	5	0	4	18	15	0
Philadelphia	2	3	0	1	1	0	0	3	2	1
Baltimore	4	2	0	3	2	0	0	4	2	0
Norfolk	3	5	3	7	9	1	0	13	9	7
Mobile	3	1	0	2	3	0	1	10	1	0
New Orleans	8	5	0	5	5	1	2	11	12	1
Jacksonville	14	2	0	11	4	0	7	24	7	1
San Francisco	30	9	1	17	3	0	6	54	15	1
Wilmington	15	3	0	6	2	0	4	24	6	1
Seattle	20	4	0	23	4	0	7	34	4	0
Puerto Rico	4	1	0	4	0	0	1	7	5	0
Honolulu	9	8	9	9	8	4	31	19	8	8
Houston	11	9	2	11	3	2	6	17	8	0
St. Louis	2	0	0	0	0	0	0	2	0	0
Piney Point	3	2	0	2	0	0	0	7	3	1
Algonac	0	2	0	0	1	0	0	0	1	0
Totals	136	62	15	107	50	8	69	247	98	21
ENTRY DEPARTMENT										
New York	10	30	6	4	20	3	0	16	52	19
Philadelphia	0	2	1	0	1	1	0	1	2	2
Baltimore	0	3	0	0	4	0	0	0	4	0
Norfolk	1	19	8	0	11	2	0	3	20	23
Mobile	2	7	1	4	6	0	0	2	10	1
New Orleans	6	3	3	2	11	5	0	9	11	12
Jacksonville	2	15	11	4	17	2	0	4	23	22
San Francisco	8	20	3	8	9	1	0	15	34	6
Wilmington	6	11	4	3	7	0	0	9	18	6
Seattle	5	20	1	6	15	2	0	9	23	1
Puerto Rico	4	2	6	4	3	4	0	6	7	9
Honolulu	6	36	50	8	23	44	0	8	49	43
Houston	1	13	3	3	11	4	0	1	17	7
St. Louis	0	2	0	0	1	0	0	0	2	0
Piney Point	0	4	0	0	11	0	0	0	15	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	51	187	97	46	150	68	0	83	287	152
Totals All Departments	510	508	160	416	434	108	208	909	793	265

*"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.

May & June 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: May 5, June 2
 New YorkTuesday: May 6, June 3
 PhiladelphiaWednesday: May 7, June 4
 BaltimoreThursday: May 8, June 5
 Norfolk.....Thursday: May 8, June 5
 Jacksonville.....Thursday: May 8, June 5
 Algonac.....Friday: May 9, June 6
 Houston.....Monday: May 12, June 9
 New OrleansTuesday: May 13, June 10
 Mobile.....Wednesday: May 14, June 11
 San Francisco.....Thursday: May 15, June 12
 WilmingtonMonday: May 19, June 16
 Tacoma.....Friday: May 23, June 20
 San Juan.....Thursday: May 8, June 5
 St. Louis.....Friday: May 16, June 13
 HonoluluFriday: May 16, June 13
 DuluthWednesday: May 14, June 11
 Jersey CityWednesday: May 21, June 18
 New Bedford.....Tuesday: May 20, June 17

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

Personal

RED BOLTON

Anyone knowing the whereabouts of Red Bolton, who sailed with the SIU in the 1960s and '70s, please contact his cousin, Tom Bolton, at 1524 Lloyd Court, Wheaton, IL 60187; or telephone (630) 668-7065.

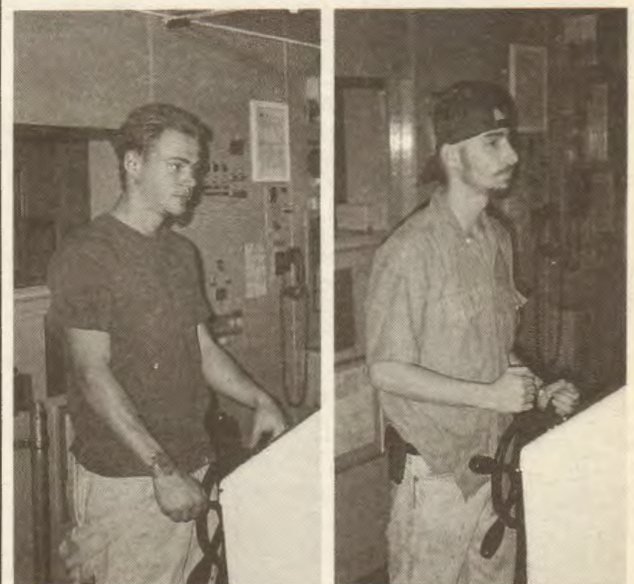
MICHAEL ANTHONY JOHNSON

Please contact J. Craig at 1154 Basil Street, Mobile, AL 36603.

JOSEPH Z. PERONA

Anyone with any information on Joseph Z. Perona, who sailed during the 1950s and 1960s, please contact his niece, Lucille Makela, at 3116 Tunnel Street, Calumet, MI 49913.

Steering the Cleveland



Deck department Seafarers aboard the *Cleveland* get hands-on experience steering the ship during meal relief. These photos, sent to the LOG by Bosun David Garoutte, show OS Dan Bonfanti (left) and DEU Ryan Neathery taking their turns at the wheel while the Victory Maritime vessel was en route to Ploce, Croatia.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

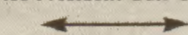
George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast



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

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

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

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

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

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

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

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

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

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

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

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

NORFOLK
115 Third St.
Norfolk, VA 23510
(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
458½ Gravois Ave.
St. Louis, MO 63116
(314) 752-6500

TACOMA
341½ 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

FEBRUARY 16 — MARCH 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
DECK DEPARTMENT									
Algonac	0	36	5	0	1	0	0	35	5
ENGINE DEPARTMENT									
Algonac	0	15	1	0	1	0	0	14	1
STEWARD DEPARTMENT									
Algonac	0	11	4	0	0	0	0	11	4
ENTRY DEPARTMENT									
Algonac	0	28	10	0	2	0	0	26	10

Totals All Depts 0 90 20 0 4 0 0 86 20

*"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

FEBRUARY 16 — MARCH 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
DECK DEPARTMENT									
Atlantic Coast	8	0	0	2	0	0	14	2	0
Gulf Coast	12	1	7	4	0	2	1	1	22
Lakes, Inland Waters	26	0	0	11	0	0	29	0	0
West Coast	1	0	10	6	1	2	10	1	22
Totals	47	1	17	23	1	4	54	4	44
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	1	0	1	0	0	0	0	0	3
Lakes, Inland Waters	13	0	0	3	0	0	16	0	0
West Coast	0	0	1	0	0	0	0	0	1
Totals	16	0	2	4	0	0	18	1	5
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	3
Lakes, Inland Waters	5	0	0	0	0	0	6	0	0
West Coast	1	0	1	2	0	1	2	3	9
Totals	7	0	1	2	0	1	10	3	12

Totals All Depts 70 1 20 29 1 5 82 8 61

*"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

Harold E. Crane, a former Seafarer from Opelousas, La., sent the LOG the photo which appears at right. It was taken onboard the SS *Del Norte*, a Delta Lines vessel, at a time when many of the crewmembers wrote articles for the ship's newspaper, the *Navigator*.

Crane is able to identify all but four of the individuals in the snapshot.

From the left (front row) are Maurice "Duke" Duet, Frank Russo and Thurston Lewis.

In the back row (from left) are Max Fabricant, Al Brindley, "Tex" Mering, two unidentified seamen, Harold Crane, Felix Amoura, another unidentified seaman, Joe "the Grinder," and at far right is the fourth unidentified mariner.

If anyone knows when this photo was taken or the names of the unidentified mariners, they are welcome to write Harold Crane at 253 Bonnie Road, Opelousas, LA 70570-0856.



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



Welcome Ashore

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

From the 19 Seafarers announcing their retirements this month are one recertified bosun and one recertified steward whose combined years of active union membership represent more than 60. Recertified Bosun **Frank R. Cottongin** and Recertified Steward **Oscar D. Johnson** began their SIU careers during the 1960s and have been sailing aboard deep sea vessels since.

Joining Cottongin and Johnson, 12 of those signing off sailed in the deep sea division, four navigated the inland waterways, one plied the Great Lakes, one shipped in the Atlantic Fishermen's division and one worked in the railroad marine section.

The oldest retiring member this month is a 70-year-old deep sea member, Chief Electrician **Sam Hacker**.

Ten of the retiring SIU members served in the U.S. military—six in the Army, two in the Air Force, one in the Navy and one in the Marine Corps.

This month's pensioners are scattered throughout the country: six on the West Coast, six in the Gulf Coast states, five on the East Coast and one each in the Midwest and Puerto Rico.

On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



ALFRED BERTRAND, 65, first sailed with the Seafarers in 1961 from the port of Houston aboard the

Hercules Victory. He worked in all three departments and upgraded at the Lundeberg School in Piney Point, Md. A native of Texas, he last sailed aboard the *Overseas Chicago* as an AB in the deck department. From 1948 to 1956, he served in the U.S. Army. Brother Bertrand makes his home in Pasadena, Texas.

ROBERT E. BLACKWELL, 65,

began sailing with the SIU in 1967 aboard the *Steel Vendor*, operated by Isthmian Lines. Born in Idaho, he sailed in the engine department and upgraded at the Lundeberg School. Prior to his retirement, he signed off the *Sea-Land Patriot*. Brother Blackwell resides in Yreka, Calif.



FRANK R. COTTONGIN, 61, started his career with the Seafarers in 1962. His first ship was the *Robin Kirk*, operated

by Moore-McCormack. Brother Cottongin sailed in the deck department and upgraded at the Lundeberg School, where he

graduated from the bosun recertification program in 1980. A native of Florida, he served in the U.S. Navy from 1955 to 1957. Brother Cottongin last sailed aboard the *OMI Star*. He makes his home in Kirbyville, Texas.

WAYNE M. CRAVEY, 61, first sailed with the SIU in 1959 from the port of Tampa, Fla. As a member of the deck department, he upgraded at the Lundeberg School and attended an educational conference there in 1971. The Florida native also sailed aboard inland vessels.

From 1953 to 1956, he served in the U.S. Air Force. Brother Cravey has retired to Keystone Heights, Fla.

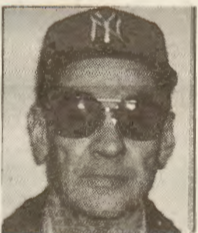


WILLIAM R. CURTS, 57, started his career with the Seafarers in 1967 in the port of Norfolk, Va. aboard the

Bowling Green, operated by Pan American Tankers. Brother Curtis sailed as a member of the deck department and signed off the *Sea-Land Pacific* last February. A native of Indiana, he served in the U.S. Air Force from 1957 to 1961. Brother Curtis presently resides in Spokane, Wash.

SAM HACKER, 70, began sailing with the Seafarers in 1957 from the port of New York. His first ship was the *Ore-mar*.

Born in Kentucky, he sailed in the engine department and upgraded at the Lundeberg School. A veteran of World War II, he served in the U.S. Marine Corps from 1943 to 1945. Brother Hacker last sailed as a chief electrician aboard the *Sea-Land Kodiak*. He makes his home in Eugene, Ore.



OSCAR D. JOHNSON, 56, first sailed with the SIU in 1968 aboard the *Overseas Jason*. The Alabama native worked

in the steward department and upgraded frequently at the Lundeberg School, where he completed the steward recertification course in 1985. He last sailed aboard the *Mayaguez*, operated by NPR, Inc. From 1957 to 1959, he served in the U.S. Army. Brother Johnson has retired to New Orleans.

VICTOR OJEA SR., 66, joined the SIU in 1971 in the port of New York, first sailing aboard the *Bienville*, a Sea-Land Service vessel. A native of Puerto Rico, he sailed in all three departments. Brother Ojea upgraded in both the

steward and deck departments at the Lundeberg School. Brother Ojea, who sailed as a member of the deck department, signed off the *Sea-Land Producer* and has retired to Brooklyn, N.Y.

WALTER J. LINDBERG, 65,

started his career with the Seafarers in 1966. His first ship was the *San Emilia*, operated by Liberty Navigation Co. Brother Lindberg sailed in the engine department and upgraded at the Lundeberg School. A native of Minnesota, he served in the U.S. Army from 1948 to 1950. He last sailed as a chief electrician in 1985 aboard the *Independence*, an American Hawaii Cruises vessel. Brother Lindberg makes his home in Clear Lake, Calif.

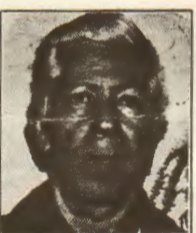


VICTOR G. PETERS, 61, began sailing with the Seafarers in 1962 from the port of Seattle. The *Titan* was his first ship.

The Washington native sailed in the deck department. His last ship was the *Sea-Land Tacoma*. From 1956 to 1957, he served in the U.S. Army. Brother Peters makes his home in Seattle.

TELESFORO SOTO, 65,

started his career with the SIU in 1967 in the port of New York aboard the *Robin Locksley*, operated by Moore-McCormack. He sailed in all three departments and frequently upgraded his skills at the Lundeberg School. Brother Soto last sailed in 1995 as a steward department member aboard the dredge *Long Island*, operated by Great Lakes Dredge and Dock. He resides in Brooklyn, N.Y.



JAMES A. WADE, 63, first sailed with the Seafarers aboard the *George A. Lawson* in 1956 from the port of Wil-

mington, Calif. The Michigan native sailed in the deck department and signed off the *Sea-Land Innovator* in November 1996. From 1954 to 1956, he served in the U.S. Army. Brother Wade has retired to Pico Rivera, Calif.

INLAND

MIRA E. GNOINSKA, 62,

began sailing with the Seafarers in 1981 from the port of New Orleans. Sister Gnoinska



sailed in the steward department primarily aboard vessels operated by Delta Queen Steamboat Co. Born in Poland, she became a U.S. citizen and makes her home in Metairie, La.



JUAN J. RAMOS, 62, started with the SIU in 1977 in Puerto Rico. Boatman Ramos sailed as a tugboat captain pri-

marily on vessels operated by Crowley Towing and Transportation. A native of Puerto Rico, he lives in Catano, P.R.

CHARLIE M. RUPERTI, 65, first sailed with the Seafarers in 1956. A native of Virginia, the licensed operator last sailed as a captain with McAllister Towing of Virginia. From 1952 to 1954, he served in the U.S. Army. Boatman Ruperti has retired to Virginia Beach, Va.

SIDNEY E. THOMAS, 62,

began sailing with the SIU in 1964 in the port of Port Arthur, Texas. Born in Louisiana, he sailed as a captain primarily on vessels operated by Higman Towing Co. Boatman Thomas makes his home in Orange, Texas.



GREAT LAKES



MASOOD M. ELGIRSH, 62, started his career with the Seafarers in 1959 in the port of Detroit. Born in Yemen, he became a U.S. citizen in 1957. Brother Elgirsh sailed in the engine department. Prior to his retirement, he signed off the *St. Clair*, operated by American Steamship Co. He resides in Dearborn, Mich.

ATLANTIC FISHERMEN

ACCURSIO BALBO, 64,

joined the Atlantic Fishermen's Union in 1961 in the port of Gloucester, Mass., before it merged with the AGLIWD in 1981. He last sailed with the Gloucester Fishermen in November 1983. Brother Balboa resides in Gloucester, Mass.



RAILROAD MARINE

FRANK A. WILLIAMS, 62, began his career with the Seafarers in 1971. A native of Virginia, Brother Williams sailed in the deck department and worked primarily for the C&O Railroad Co. He makes his home in Hampton, Va.

Labor News

Workers Memorial Day Set To Remember Those Who Died on the Job

On April 28, the AFL-CIO will observe its annual Workers Memorial Day to remember those who have suffered and died on the job.

Every year on this day, workers across the U.S. pay their respects to those who have died in workplace catastrophes, have been diseased by exposure to toxic substances or have been injured because of dangerous conditions. Workers Memorial Day asks workers around the nation to recommit themselves to preventing future workplace tragedies.

The first Workers Memorial Day was observed in 1989. April 28 was designated because it is the anniversary of the Occupational Safety and Health Act (OSHA) and the date of a similar worker remembrance in Canada. Workers in more than 100 cities hold rallies, conferences, memorial services, marches and work stoppages under the banner of "mourn for the dead, fight for the living."

This Workers Memorial Day, the AFL-CIO is fighting for protections to prevent repetitive strain injuries and back injuries. Each year more than 700,000 workers suffer from these injuries, making them the nation's biggest job safety problem with virtually every industry and occupation affected.

At the state level, employer groups are trying to change workers' compensation laws that cut benefits or eliminate coverage for repetitive strain injuries.

Many state and local central labor councils across the nation will be holding Workers Memorial Day events.

Unions Pitch In To Aid Spring Flooding Victims

Residents of Ohio, West Virginia, Kentucky and Indiana affected by the raging flood waters of the Ohio River and its tributaries are getting help from AFL-CIO union halls located along the river's banks.

Working with the Red Cross, unions have provided money and manpower to help the 25,000 families displaced by the floods. About 3,500 of those affected are union families.

Unions have supplied their halls for use as disaster centers, donated money and provided equipment for the storing, moving and tracking of relief supplies. Additionally, union volunteers have helped with food and toy drives and cleanup efforts throughout the region.

Final Departures

DEEP SEA

ANTONIO A. ALCANTARA

Pensioner Antonio A. Alcantara, 91, passed away January 17. Born in the Philippines, he began sailing with the Marine Cooks & Stewards (MC&S) in 1942, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Alcantara first sailed aboard the *John Norton*, and prior to his retirement in September 1971, he signed off the *Mariposa*.

KUNIJU ANAMI

Pensioner Kuniju Anami, 80, died December 19, 1996. A native of Hawaii, he joined the MC&S in 1959 in the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. Brother Anami began receiving his pension in December 1981.

RAGNAR ANDERSEN



Pensioner Ragnar Andersen, 73, passed away December 30, 1996. Brother Andersen began sailing with the Seafarers in 1959 from the

port of Baltimore. Born in Iceland, he sailed as a member of the engine department. Brother Andersen retired in November 1987.

BRUCE D. BARBEAU



Bruce D. Barbeau, 53, died February 11. He started his career with the SIU in 1989 in the port of Seattle. A native of Missouri, he

worked in the steward department and upgraded at the Lundeberg School in Piney Point, Md. Brother Barbeau last sailed as a chief steward. From 1966 to 1969, he served in the U.S. Navy.

JOHN E. BARRETT



John E. Barrett, 61, passed away October 5, 1996. Born in Boston, he began his career with the Seafarers in 1979 in the port of Seattle. Brother

Barrett was a deck department member and upgraded his skills at the Lundeberg School. He last sailed in July 1986 aboard the *American Cormorant*, operated by Pacific Gulf Marine. From 1952 to 1954, he served in the U.S. Army.

JAMES R. BOSSLER



James R. Bossler, 45, died February 16. Brother Bossler started his career with the Seafarers in 1974 in the port of Detroit sailing aboard

Great Lakes vessels. The Michigan native later transferred to the deep sea division as a member of the deck department.

JOSEPH L. CHARRETTE

Pensioner Joseph L. Charrette, 83, passed away January 1. A native of Maine, he joined the MC&S in 1953 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Charrette began receiving his pension in April 1973.

ANTHONY M. "TONY" BRANCONI



Pensioner Anthony M. "Tony" Branconi, 84, died December 29, 1996. Brother Branconi first sailed with the MC&S aboard

the *James Lick* in 1949 from the port of San Francisco, before that union merged with the SIU's AGLIWD. He later came ashore and worked as a union representative from 1956 to 1963. The Ohio native went back to sea and retired in January 1968.

DOUGLAS A. CLARK



Pensioner Douglas A. Clark, 72, died January 30. He began sailing with the Seafarers in 1951 from the port of Norfolk, Va. The North

Carolina native sailed as a member of the deck department. A veteran of World War II, he served in the U.S. Navy from 1942 to 1948. Brother Clark retired in July 1986.

BENJAMIN F. COOLEY



Pensioner Benjamin F. Cooley, 65, passed away February 12. Brother Cooley started his career with the SIU in 1951 in the port of

Mobile, Ala. The Alabama native last sailed in the engine department as a chief electrician. He began receiving his pension in December 1991.

DONALD T. DAVIS

Donald T. Davis, 48, died February 12. Born in Georgia, he began sailing with the Seafarers aboard the *SS Gulf Banker* in 1990 from the port of Jacksonville, Fla. Brother Davis sailed in both the engine and deck departments. From 1967 to 1971, he served in the U.S. Marine Corps.

ADRIAN G. DONNELLY



Pensioner Adrian G. Donnelly, 70, passed away February 26. Born in New Jersey, he first sailed with the SIU in 1951 from the port of

New York. The deck department member upgraded at the Lundeberg School. Prior to his retirement in July 1988, Brother Donnelly signed off the *San Pedro*, operated by Sea-Land Service. From 1953 to 1955, he served in the U.S. Army.

WALTER EDWARDS

Pensioner Walter Edwards, 72, died December 16, 1996. A lifelong resident of New Orleans, he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Edwards began receiving his pension in May 1978.

PAULS FRANKMANIS



Pensioner Pauls Frankmanis, 77, passed away February 24. Brother Frankmanis started his career with the Seafarers in

1944 in the port of Norfolk, Va. A native of Latvia, he sailed in the engine department and was active in union organizing drives and strikes. He retired in August 1975.

THOMAS HERRERA

Thomas Herrera, 40, died February 2. A native of Honduras, he first sailed with the SIU in 1988 aboard the *Constitution*. He most recently shipped in 1994 aboard the *Overseas Vivian*. Brother Herrera worked in the engine department.

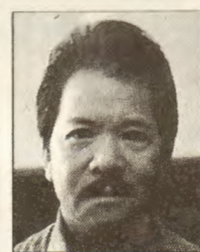
GEORGE R. KOSCH



Pensioner George R. Kosch, 69, passed away February 24. He started his career with the Seafarers in 1946 in the port of New York. A

native of Ohio, he sailed in the engine department and upgraded at the Lundeberg School. Brother Kosch began receiving his pension in February 1988.

KING T. "TOMMY" LAU



Pensioner King T. "Tommy" Lau, 75, died November 10, 1996. Born in China, he began sailing with the MC&S in 1961 from the port of San Francisco,

before that union merged with the SIU's AGLIWD. Brother Lau retired in April 1984.

RUDOLPH LEONG

Pensioner Rudolph Leong, 83, passed away January 11. Brother Leong first sailed with the MC&S in 1943 aboard the *Mormac Hawk*, operated by Moore McCormack, before that union merged with the SIU's AGLIWD. Prior to his retirement in December 1970, Brother Leong signed off the *President Hayes*, an American President Lines vessel.

BING SUN LOUIS

Pensioner Bing Sun Louis, 76, died January 17. He started his career with the MC&S in 1954 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of Hong Kong, his first ship was the *Timber Hitch*, operated by Transoceanic Steamship Line. Brother Louis last sailed as a chief steward. He began receiving his pension in November 1982.

WILLIAM MATSOUKAS



Pensioner William Matsoukas, 74, passed away February 14. Born in New York, he began sailing with the Seafarers aboard the *Harry T.* in

1951 from the port of Houston. Brother Matsoukas worked in the steward department and retired in July 1987.

ABDULLA A. MOHSIN



Abdulla A. Mohsin, 54, died February 15. Brother Mohsin started sailing with the SIU in 1970 from the port of New York. Born in Yemen,

he became a U.S. citizen. Sailing in the deck department, he upgraded frequently at the Lundeberg School,

where he completed the bosun recertification course in 1991.

JAMES W. NETTLES SR.



Pensioner James W. Nettles Sr., 52, passed away February 25. He joined the Seafarers in 1966 in the port of Jacksonville, Fla. Brother

Nettles first sailed in the deck department aboard the *Baylor Victory*, operated by Victory Carriers. The Florida native retired in January 1987.

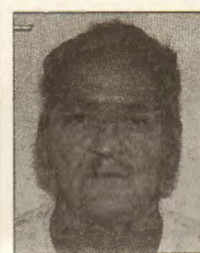
EDWARD D. ODUM



Pensioner Edward D. Odum, 81, died January 18. Brother Odum started his career with the SIU in 1942 in the port of New Orleans. A

native of Georgia, he sailed in the steward department and was active in union organizing drives and beefs. Brother Odum began receiving his pension in August 1983.

DONALD R. PASE



Pensioner Donald R. Pase, 76, passed away February 14. A native of West Virginia, he first sailed with the Seafarers in 1965 from the port of New

York aboard the *City of Alma*, a Waterman Steamship Corp. vessel. Brother Pase last sailed in the engine department as a chief electrician. He upgraded at the Lundeberg School and attended an educational conference there in 1970. From 1945 to 1946, he served in the U.S. Army. Brother Pase retired in January 1986.

RAYMOND RANDALL

Pensioner Raymond Randall, 76, died January 23. Born in Georgia, he began his career with the MC&S in 1945, before that union merged with the SIU's AGLIWD. He first sailed aboard the *Maunalei*, operated by Matson Navigation. Prior to retiring in May 1972, Brother Randall signed off the *Mariposa*.

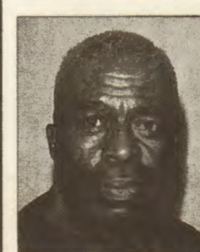
PATRICK I. ROGERS



Pensioner Patrick I. Rogers, 67, passed away February 23. Brother Rogers joined the Seafarers in 1947 in his native New York. He

sailed in the engine department and upgraded at the Lundeberg School. Brother Rogers also sailed aboard inland vessels. He began receiving his pension in November 1985.

PERCIVAL WICKS



Pensioner Percival Wicks, 86, died January 26. Born in Jamaica, he started his career with the SIU in 1945 in the port of New York. Brother

Wicks last sailed in the steward department as a chief cook. A resi-

dent of Oakland, Calif., he retired in December 1988.

CLARENCE A. WUNG



Pensioner Clarence A. Wung, 75, passed away September 27, 1996. He joined the MC&S in 1958 in the port of Portland, Ore. Born in

Hawaii, Brother Wung resided in Seattle and began receiving his pension in December 1986.

MOSA M. YAHYA

Mosa M. Yahya, 58, passed away October 6, 1996. Brother Yahya began sailing with the Seafarers in 1992. Born in Yemen, the steward department member last sailed in 1995 aboard the *Pvt. Harry Fisher*, operated by Extender Transport.

PAUL J. ZILKOW



Paul J. Zilkow, 68, died January 19. He started his career with the SIU in 1973 in the port of Philadelphia. Brother Zilkow sailed on both inland and deep

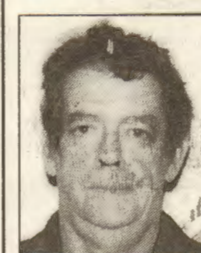
sea vessels. A native of New Jersey, he was a member of the steward department and attended two educational conferences held at the Lundeberg School. A resident of Morgantown, Pa., he last sailed on the *American Falcon*. From 1951 to 1954, he served in the U.S. Army.

INLAND

JOHN C. GOODWIN

Pensioner John C. Goodwin, 68, passed away February 16. A native of Maryland, he joined the Seafarers in 1956 in the port of Baltimore. Boatman Goodwin sailed primarily on vessels operated by Curtis Bay Towing as a deckhand. During his union career, he was active in organizing drives and beefs. He attended an educational conference at the Lundeberg School in 1978. He began receiving his pension in December 1987.

ALPHONSE H. JARVIS



Alphonse H. Jarvis, 60, died November 29, 1996. Born in Georgia, he started his career with the SIU in 1992. He

sailed in the deck department, primarily on vessels operated by Penn Maritime, Inc. Boatman Jarvis lived in Bryceville, Fla.

EARL J. PRICE



Pensioner Earl J. Price, 71, passed away February 22. A native of Louisiana, he began sailing with the Seafarers in 1949 from the port of

New Orleans. Boatman Price sailed in the deck department and attended an educational conference at the Lundeberg School in 1978. He began receiving his pension in May 1987.

GREAT LAKES

ROBERT E. BRUCKMAN

Pensioner Robert E. Bruckman, 74, died February 21. Brother Bruckman

Continued on page 20

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.

JEB STUART (Waterman Steamship), November 24—Chairman **Steve Ahrens**, Secretary **H.G. Williams**, Educational Director **W.F. Payne**, Deck Delegate **M. Thompson**, Engine Delegate **Brian Monnerjahn**. Crewmembers requested 140-pound sandbags be reduced to 50 pounds and non-skid pads be placed on ladders and gangway to ensure safety of crewmembers. Secretary commended both unlicensed and licensed crewmembers for working together to prepare ship for U.S. Coast Guard inspection. He noted ship passed with flying colors once again. Secretary announced ship scheduled for brief stay in shipyard following cargo exchange on West Coast. He added ship will return to Diego Garcia in May 1997. Educational director urged members to take advantage of upgrading opportunities at Paul Hall Center. No beefs or disputed OT reported. Crew inquired about ammo bonus in new contract. Crewmembers requested microwave oven in mess hall and new furniture for crew lounge.

HMI PETROCHEM (Hvide Marine), January 27—Chairman **Michael Galbraith**, Secretary **Ivan Salis**, Educational Director **L.W. Philpot**, Deck Delegate **Ronald Davis**, Engine Delegate **Victor Sapp**. Chairman announced payoff in Houston. Secretary requested six copies of contract. Educational director encouraged members to upgrade at Piney Point. Deck delegate reported disputed OT. Beef also reported by engine and steward delegates. Crew noted problems getting captain to request reliefs. Crew asked for new TV antenna, VCR and videotapes. Next port: Houston.

USNS LITTLEHALES (Dyn Marine), January 12—Chairman **Paul Adams**, Secretary **Charles Fincher**, Educational Director **Michael Gamble**, Engine Delegate **Joe Fabiano**, Steward Delegate **Jerry Chance**. Crew requested information concerning Seafarers plans and copies of ship's meetings materials. Crew reported dangerous and unhealthy conditions in Greek shipyard while vessel docked there. Crew requested new movies and discussed joining Navy video program to receive videotapes. Crew commended galley gang for job well done, especially in difficult circumstances during shipyard stay. Crewmembers observed a moment of silence for departed SIU brothers and sisters.

AMERICAN MERLIN (Osprey Shipping), February 22—Chairman **James Keegan**, Secretary **Wayne Wilson**, Educational Director **Kevin McCagh**, Steward Delegate **Steve Dickson**. Chairman and crew thanked SIU for resolving problem with payment of overtime for hydro-blasting. No beefs or disputed reported. Chairman reminded crew to close outside doors to house when in port. He also asked everyone to be quiet while watchstanders are

asleep. Steward asked crew to return cups and glasses to galley when finished. Entire crew gave special vote of thanks to Oiler **Peter Rice** for building new barbecue grill for ship.

CLEVELAND (Victory Maritime), February 23—Chairman **David Garoutte**, Secretary **Miguel Vinca**, Deck Delegate **Richard Thomas**, Engine Delegate **Davon McMillan**, Steward Delegate **Julian Mendoza**. Chairman informed crew ship will sail into Houston, New Orleans or Lake Charles, La. He thanked deck department for good cleaning of cargo holds. Secretary reminded crew to separate plastics from regular trash and keep TV lounge clean. Treasurer announced \$100 in ship's fund. No beefs or disputed OT reported. Crew noted microwave oven still in need of repair. Crew thanked galley gang for good food—and cookies—and commended GSU Mendoza for job well done keeping mess hall clean. Ship heading for Africa following its arrival in U.S.

LEADER (Kirby Tankships), February 23—Chairman **Patrick Rankin**, Secretary **Henry Manning**, Educational Director **Richard Gracey**, Deck Delegate **Kenneth Spivey**, Engine Delegate **Duah Samuel**, Steward Delegate **Clifford Elliott**. Chairman informed crew that problems with juice machine have been reported to chief engineer who stated it will either be repaired or replaced as soon as possible. Crew discussed problem with ship running out of stores and commended steward department on job well done with available supplies. Secretary noted captain has announced ship will receive stores by barge if ship goes to anchor. If not, captain has reported he will send steward and chief cook to shore to purchase food. Educational director encouraged members to fill out applications to Lundeberg School upgrading classes and reminded them to attend tanker operation/safety course by 1998. No beefs or disputed OT reported.

LNG CAPRICORN (ETC), February 2—Chairman **Charles Khal**, Secretary **Dana Paradise**, Educational Director **Thomas Harris**, Deck Delegate **William Rios**, Steward Delegate **Udjang Nurdjaja**. Chairman welcomed new crewmembers aboard and extended well wishes to those signing off for vacation. He urged crew to help keep ship safe and clean and discussed new company policy of rewarding ships with safe tour records. Bosun urged members to donate to SPAD to help keep union strong. Secretary requested more ship's minutes forms from headquarters and informed crewmembers all other union materials available on ship. Treasurer announced \$130 in ship's fund. No beefs or disputed OT reported. Crew asked headquarters to clarify how Lundeberg School's LNG recertification certificate will affect members ship-

ping out and asked about a date when members have to have their recertification. Crewmembers thanked steward department for good food and service. Next ports: Tobata, Japan and Arun, Indonesia.

LNG GEMINI (ETC), February 2—Chairman **Philip Parisi**, Secretary **John Gibbons**, Educational Director **John Schafer**, Deck Delegate **John Bellinger**, Engine Delegate **Thomas Flynn**, Steward Delegate **Patricia Ballance**. Chairman said he would work on getting TV sets and refrigerators for those crew cabins without. He informed crew ship is scheduled for shipyard in April. Educational director advised crewmembers to attend special LNG courses at Paul Hall Center. Treasurer announced \$450 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Tobata, Japan.

OVERSEAS CHICAGO (Maritime Overseas), February 16—Chairman **L.X. Zollner**, Secretary **G. Lynch**, Engine Delegate **Marvin Lamberth**, Steward Delegate **James Willey**. Crewmembers discussed establishing a ship's gym. Chairman reminded crew to write members of Congress asking their support of U.S.-flag shipping. He thanked members of deck crew for excellent cooperation during tie-up and let-go operation. Bosun also thanked members of the steward department for providing hot soup for crew during cold nights in port. He urged members to read *Seafarers LOG*. Educational director advised crew to upgrade at Piney Point and remember to take tanker operation/safety course before end of 1997. He reminded crew to donate to SPAD. Crew discussed success of ship's fund with purchase of new books and movies for libraries. No beefs or disputed OT reported. Crew thanked galley gang for good chow and demeanor. Next port: Ferndale, Wash.

OVERSEAS JOYCE (OSG Carriers), February 2—Chairman **Richard Bradford**, Secretary **Dennis Skretta**, Deck Delegate **Burlin Pinion**, Engine Delegate **William Jemison**. Crew asked contracts department for copies of contract. Chairman announced ship due to arrive in port on Sunday with payoff next voyage. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for good food. Bosun advised all crewmembers to study contract of ship prior to signing on. Next port: Portland, Oregon.

SAMUEL L. COBB (Ocean Shipholding), February 9—Chairman **Harry Dowling**, Secretary **Tom Barrett**, Educational Director **Russell Kindred**, Engine Delegate **Brian Sengelaub**, Steward Delegate **C. Chang**. Chairman thanked crew for good trip to Antarctica and reported ship will arrive in Fujairah on February 19 for crew change. He advised crewmembers the new contract raises vacation days for time sailed. Educational director stressed importance of attending tanker operation/safety course at Lundeberg School. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crewmembers thanked steward department for great daily chow and special holiday meals. Crewmembers noted pictures from ship at South Pole sent to *Seafarers LOG*.

SEA-LAND CONSUMER (Sea-Land Service), February 10—Chairman **Francis Adams**, Secretary **Gregory Melvin**, Educational Director **Irwin Rousseau**, Steward Delegate **Audley Green**. Chairman told members to remember, "Politics is Pork Chops!" He urged crewmembers to continue SPAD donations and extended vote of thanks to all shipboard departments for jobs very well done. Secretary noted smooth sailing and reported marlin fishing good in port of San Juan, P.R. Educational

duties of DEU. Crew requested copies of new contracts and welfare plan booklets. Next port: Vancouver, B.C.

SEA-LAND NAVIGATOR (Sea-Land Service), February 23—Chairman **Robert Winder**, Secretary **Lynn McCluskey**, Educational Director **L. Holbert**, Deck Delegate **Rene Rafer**, Engine Delegate **Rebecca Gaytan**, Steward Delegate **Leroy Jenkins**. Chairman reported mattresses ordered during voyage #101 were

Warm Sendoff from Titus Crew



Crewmembers aboard the *LTC Calvin P. Titus* thank the departing Hugh "Bucky" Wildermuth for his outstanding work as chief steward on the vessel. They are (kneeling, from left) GUDE Carlos Dominguez, QMED Dave Patterson, (second row) SA Isabel Sabio, Chief Cook Julio Guity, Chief Steward Tom McCurdy, SA Hayward Pettaway, (back row) AB Noel Lopez, Bosun Scott Heginbotham (who sent this photo to the LOG), AB Jim Fox and AB Bob Seaman. The Maersk vessel is presently stationed in Diego Garcia.

director reminded crew to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for "five-star" meals. Next port: Elizabeth, N.J.

SEA-LAND DEVELOPER (Sea-Land Service), February 1—Chairman **Dana Cella**, Secretary **Hans Schmuck**, Educational Director **Michael Powell**, Deck Delegate **Tillman Churchman**, Engine Delegate **Chromer Jefferson**, Steward Delegate **Ronald Dewitt**. Chairman reported disputed OT from previous voyage settled. Chairman also reminded crew of importance of SPAD donations. Educational director urged members to upgrade at Piney Point and take advantage of the beautiful facility with a special family summer vacation. Treasurer announced \$100 in ship's fund. No beefs or disputed OT reported. Crewmembers observed a moment of silence in memory of recently deceased SIU Brother **John Ross**, who sailed many times aboard the *Developer*. Crewmembers noted he was a fine shipmate and friend who will be missed. Crew thanked steward department for jobs well done, especially the great barbecues en route to Thailand. Next port: Tacoma, Wash.

SEA-LAND EXPRESS (Sea-Land Service), February 19—Chairman **Mark Lamar**, Secretary **Michael Meany**, Educational Director **Mohamed Alsinai**, Steward Delegate **Richard Manalo**. Chairman commended crew for successful voyage. Secretary added that a good crew makes a long trip easier. Educational director advised members to upgrade at Paul Hall Center. Steward delegate reported beef. Engine delegate requested clarification of sanitary

never received. Crew requested new radio and tile for lounge. Educational director discussed importance of upgrading at Harry Lundeberg School. No beefs or disputed OT reported. Crew sought additional information on new Seafarers Money Purchase Pension Plan. Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), February 27—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **James Lloyd**, Deck Delegate **Paul Latorre**, Engine Delegate **Ronald Williams**, Steward Delegate **Michael Harris**. Chairman announced estimated day of arrival and time of payoff in port of Jacksonville, Fla. Educational director urged members to upgrade at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Treasurer announced \$300 in ship's fund. Crew extended vote of thanks to galley gang with special mention of Messman **Luis Martinez** for keeping mess halls clean and well stocked. Next ports: San Juan, P.R.; Rio Haina, Dominican Republic; and Jacksonville.

SEA-LAND QUALITY (Sea-Land Service), February 10—Chairman **Barry Carrano**, Secretary **Terry J. Smith**, Educational Director **Angel Hernandez**, Deck Delegate **Robert Rager**, Engine Delegate **Jack Singletary**, Steward Delegate **Jerry Gant**. Crewmembers asked contracts department to respond to questions concerning new agreement. Chairman noted *Seafarers LOGs* being received periodically. Secretary informed crew the minutes to previous meetings posted.

Continued on page 20

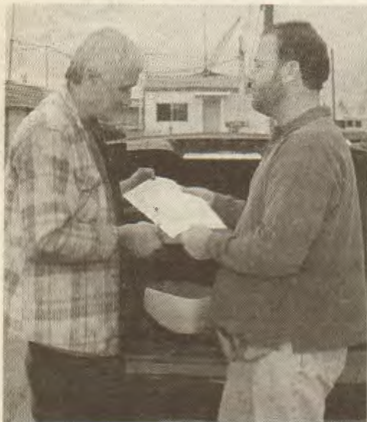
In L.A. and Long Beach, American Workboats Crews Maintain Fast-Paced Agenda

SIU-crewed American Workboats vessels can be found throughout the ports of Los Angeles and Long Beach.

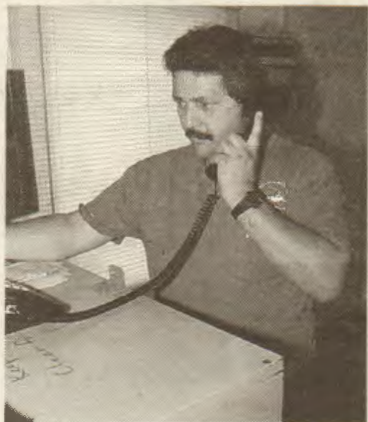
Providing both tug and launch services, the Seafarers who crew these boats constantly are moving from one job to another, according to Wilmington, Calif. Patrolman John Cox.

"They are helping in the expansion of Terminal Island by moving workers and barges," Cox noted of the major construction program taking place in the port of Los Angeles. "They move mariners from ships at anchor in the harbor to the shore. And they push bunkering barges."

Besides those sailing and dispatching the vessels, other Seafarers handle repair work for the tugs and launch boats in the shops adjacent to the company's Terminal Island office.



Chief Engineer Andrija Stanovich (left) reviews a medical claim form with Wilmington Patrolman John Cox.



Receiving a call for another job by an American Workboats vessel is Deckhand/Dispatcher Art Martinez.



Piloting the water taxi *John J.* to its fueling station is Boat Operator Ron Mason.

Final Departures

Continued from page 18



joined the Seafarers in 1961 in the port of Ashtabula, Ohio. The Ohio native sailed primarily on vessels operated by Great Lakes Towing. Brother Bruckman began receiving his pension in April 1984.

EDMUND W. BUESING



Pensioner Edward W. Buesing, 94, passed away January 28. He started his career with the SIU in 1960 in the port of

Detroit. A native of Iowa, he sailed in the engine department. Brother Buesing retired in January 1973.

RAILROAD MARINE

WILBUR J. CROOKS

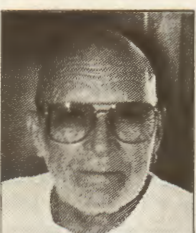
Pensioner Wilbur J. Crooks, 74, died February 4. Born in New Jersey, he joined the Seafarers in



1960 in the port of New York. Brother Crooks sailed as a deckhand, primarily for Penn Central Railroad Co. A veteran of World War II,

he served in the U.S. Navy from 1943 to 1946. Brother Crooks began receiving his pension in April 1994.

CORRECTION



The March 1997 issue of the *Seafarers LOG* published incorrect biographical information in the final departure of Boatman

Eduardo Perez. He joined the union in 1977 in the port of Puerto Rico and sailed in the steward department, mainly aboard Crowley tugboats. He served in the U.S. Army from 1940 to 1954. The Tampa, Fla. native retired in August 1991. Brother Perez was 73 when he passed away on December 28, 1996.

IT'S WHEEL OF FORTUNE'S AFL-CIO WEEK!
AMERICA'S GAME SALUTES THE AMERICAN WORKING FAMILY
(These special "Family Week" shows will be taped at the Ohio State Fair in Columbus, Ohio on August 1, 1997 and will air Labor Day Week.)

To celebrate the American working family, these shows will feature teams made up of two family members*. (Immediate family only, please!) One family member must be an active member of a union affiliated with the AFL-CIO. Special auditions for union members will be held in June in these cities only:

CHICAGO

June 3, 1997

BOSTON

June 7, 1997

LOS ANGELES

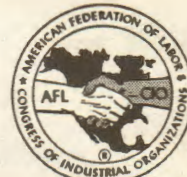
June 11, 1997

If you plan to be in or near one of these cities on the dates listed and would like to audition, submit your name for consideration by filling out the attached contestant application form. Send to:



Wheel of Fortune
P.O. Box 4386
Hollywood, CA 90078

BEFORE YOU TAKE A SPIN, WE WANT YOU TO KNOW...



Last year, over a million people requested the chance to audition for *Wheel of Fortune*. Fewer than six hundred people were selected to appear on the show. For this reason, *Wheel of Fortune* strongly discourages you from incurring any expenses whatsoever...airfare, hotel, loss of wages, babysitter, car rental...in order to try out for the show. Please be aware that an appointment to audition does not guarantee you an appearance on the show. Remember that you are responsible for any expenses incurred for accommodations, travel to and from the audition site, and to and from the taping in Columbus, Ohio if you are chosen to appear on these special shows.

Applications must be received by May 1
Notification if you are selected to audition by May 15

Yes! I want to offer my name to be a contestant on *Wheel of Fortune's* special salute to American working families. With this application I certify that I am a paid-up, dues-paying member of a union affiliated with the AFL-CIO. I understand that *Wheel of Fortune* will not be responsible for travel costs and/or related expenses incurred traveling to and from the audition cities or to the final show taping in Columbus, Ohio.

Name _____
Address _____
City _____ State _____ Zip _____
Home Phone Number _____
Age (optional) _____
My union is: _____
Local Number _____ Address _____
City _____ State _____ Zip _____
My employer is _____
City _____ State _____
My job is _____
Name of family member who will audition with you _____
Their age (optional) _____
The relationship to you _____

NOTICE

Publication of this notice is for informational purposes only. The Seafarers International Union, AGLIWD and its affiliates are not sponsors of this event. Accordingly, the SIU and its affiliates assume no obligation or responsibility (financial or otherwise) with your participation should you be selected to audition and/or appear on the show. Specifically, the SIU assumes no liability with regard to this event.

Digest of Shipboard Union Meetings

Continued from page 19

Educational director encouraged crew to upgrade at Paul Hall Center whenever possible. Crewmembers discussed establishing ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into issuing hospital cards to members and dependents to make hospital admittance easier. Crew noted ship's menus will be taken up with patrolman in next port. Bosun asked crew to rewind videotapes after using and help wiper and messman keep recreation room and mess hall clean. Crew requested a microwave oven for recreation room. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston; and Jacksonville, Fla.

SEA-LAND RELIANCE (Sea-Land Service), February 17—Chairman **James Rader**, Secretary **Pablo Lopez**, Educational Director **Shawn Clark**, Deck Delegate **Walter Price**, Engine Delegate **Maurice Baptiste**, Steward Delegate **Charles Atkins**. Chairman and crewmembers discussed importance of upgrading skills at Harry Lundeberg School of Seaman-ship Piney Point, Md. Educational director stressed need for tanker operation/safety endorsement from the Paul Hall Center. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND TACOMA (Sea-Land Services), February 27—Chairman **Joseph Artis**, Secretary **Harry Lively**, Educational Director **George Ackley**, Deck Delegate **Stanley Gurney**, Engine Delegate **Ross Himebauch**, Steward Delegate **Joia DeLeon**. Chairman announced payoff upon arrival in port of Tacoma, Wash. He reminded members to have book ready for boarding patrolman to check. Secretary advised crew union forms available for anyone who needs them. Educational director encouraged members to check Piney Point class schedule for upgrading opportunities. He reminded crew some Lundeberg School courses are available only once or twice a year. Treasurer announced \$1,033 in ship's fund. Crewmembers discussed purchasing a punching bag for ship's gym. Engine delegate reported disputed OT. No beefs or disputed OT by deck or steward delegates. Steward delegate requested captain notify all crew when ship's course changes during rough weather. He also asked to be notified of night docking so night meals can be planned. Chairman informed crewmembers all communications are posted in recreation room for everyone to view. Crewmembers were informed new washing machine was ordered. Steward asked crew not to use washer or dryer in rough weather. Bosun reminded crew to clean mops out

after using them and keep slop sinks clean at all times. Next ports: Tacoma, Wash. and Anchorage, Kodiak and Dutch Harbor, Alaska.

USNS LITTLEHALES (Dyn Marine), February 16—Chairman **Paul Adams**, Secretary **Charles Fincher**, Educational Director **Albert Yates**, Deck Delegate **Dave Hinson**, Engine Delegate **Joe Fabiano**, Steward Delegate **Jerry Chance**. Chairman and crewmembers discussed health insurance benefits available to crewmembers. Crewmembers appointed new deck delegate and educational director. Crewmembers discussed need to install lock on one of crew mess doors to reduce noise and heavy traffic, especially during evening movies. Crew requested new TV and VCR. Treasurer announced \$260 in ship's fund. Crewmembers scheduled a barbecue for March 4 on the pier in Souda Bay. Crew agreed the needed food and refreshments would be purchased with money from the ship's fund at the Souda Bay Naval base. No beefs or disputed OT reported. Bosun and crewmembers discussed second level staterooms getting space heaters. Crewmembers commended steward department for job well done. A moment of silence was observed by crewmembers in memory of departed SIU brothers and sisters.

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.)

In Praise Of Seafarers' Wives



Olive R. Heffley

meet their husbands on the ships.

Thank you for all you have done—and keep the ships sailing.

Richard Heffley
Egg Harbor Tp., N.J.

(Editor's note: Richard Heffley joined the SIU in 1943 in the port of Philadelphia. He last sailed as a bosun on the SS Rose City (Westchester Marine) in 1984. Brother Heffley was born in Philadelphia and is now a resident of Egg Harbor Tp., N.J.)

Keeping the American Flag Flying Into the 21st Century

Reading in one of last year's issues of the LOG, it stated that for the year 1996, "there is a projected trade deficit of \$170 billion."

There are thousands of stories as to why this is, mosting relating to the international balance of payment figures indicating a severe loss of manufacturing and seafaring jobs here in the States.

For 28 straight years—since 1969—Uncle Sam suffered, somewhat, total trade deficits. And if you add up all the losses for those 28 years, you would get a whopping \$3 trillion or so.

President Clinton's State of the Union speech on February 4, 1997 stated, "We must structure America for the 21st century."

So—keep 'em sailing and rolling under the American flag.

Peter T. Katlen
Dayton, Ohio

Pensioner Recognizes Rewards For Putting in Seaside

I want to thank George McCartney for the time he gave me at a recent union meeting. I went out on a disability pension in 1981 and asked about my P.M.A. pension if American President Lines were to go foreign flag. He acknowledged my question and said that it was a good one. I was happy that he recognized a retired person.

What I want to say to the B-permits is: Try to get your time in so you can get your full book. Don't be so choosy about the ship you want. Get on the payroll and get your time in for your full book in the union.

Larry David Rust
Wilmington, Calif.

Welfare Plan Comes Through With Medical Payments

I have shipped out of the Seattle hall since 1978. During that time, I have heard members complaining about the welfare plan, like not getting medical bills paid on time.

I had cancer surgery September 20, 1996 and radiation until late December. My medical bills were in the tens of thousands of dollars. The Seafarers Welfare Plan paid all my bills—and on time. I would like to say "thank you." I do not know what I would have done if it were not for the union.

Richard Fleming
Seattle, Wash.

Union Benefits Help Pay Dependent's Doctors' Bills

I know this might be strange getting a letter from a union member's wife. I was so happy to receive the benefits statement that I just had to write and say thank you for paying our son's medical bills. You have been the best!

May God bless the men and women of the union and the men and women who make the Seafarers run so smoothly.

Mrs. Terry R. Jones
Fayetteville, N.C.

Well-Fed Aboard LNG Taurus



The steward department aboard the LNG Taurus takes pride in keeping fellow crewmembers well fed. Pictured from the left on the Energy Transportation Corp. tanker are Chief Steward Zein Achmad, SAs Gary Boyd, Desmond Torres and John Fitzgerald and Chief Cook Ralph McKee.

LOG-A-RHYTHMS

'Tis a Noble Life

by Robert J. Seaman

*If there is a more noble life, it's yet to be found,
from the South China Sea to the Long Island Sound.
The feeling is special when we get underway,
as the waves hit the bow to start a new day.*

*When harbor lights fade and all land's out of sight,
the moon and the stars illuminate the night.
The majestic sky and the crystal clear air,
some say we're crazy, but they've never been there!*

*Although it sounds tranquil, it's not always bliss,
with forty-foot swells, we roll and we pitch.
It's a bittersweet life that we live day to day,
enroute to horizons, come as they may.*

*We're at home with our own, by trade we are bound,
"Brotherhood of the Sea," it sounds so profound.
Seamen are unique, they joke and they clown,
if there is a more noble life, it's yet to be found.*

(Robert J. Seaman, a 13-year SIU member, last sailed as a chief steward aboard Sea-Land's OOCL Innovation.)

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers.

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

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

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

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

EDITORIAL POLICY — THE

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment

opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 560—Graduating from trainee lifeboat class 560 are (from left, kneeling) Ben Cusic (instructor), Mark Gaffney, Joseph Riccio, Ryan Kitchen, (second row) Romeo Macaraeg Jr., Jeremy Thigpen, Jefferson Helstad, Harry Williams Jr. and Aaron Lutzky.



Trainee Lifeboat Class 561—Completing the curriculum for trainee lifeboat class 561 are (from left, kneeling) Rachael Moore, Detricke Kelly, Eric Robinson, Alexander Bengé, Taylor Watson, (second row) Juan Jimenez, Anthony Tam Sing, James Snyder Jr., Jeffrey Pope, Steven Dean, Cedric Davis, Jeffrey Lagana and Ben Cusic (instructor).



Inland Able Seaman—Inland Seafarers earning their able seaman endorsements on March 6 are (from left, kneeling) Keith Gebhard, Kirby Nelson Jr., John Doonan, Mohssan Masad, Darren Lahaie, Tom Gilliland (instructor), (second row) Richard Gauthier, Terence Him, Matthew Smith, David Kloss, Terrance Pyrlík and Leonard Thomas.



Celestial Naviation—Rick James (left) is congratulated by his instructor, Lynn Merlin, for successfully completing the celestial navigation course in February.



Tanker Assistant DL — Graduating from the tanker assistant DL course (formerly called the tanker operation/safety course) on February 19 are (from left, kneeling) Bryan Maddox, Robert Wobil, Louis Wilton, Gary Loftin, Matias Garcia, Angel Roman, Pompey Alegado, Jim Shaffer (instructor), (second row) Vicki Habenicht, Jon Beard, David Zurek, Norman Duhe, Nogoc Allen, Michael Murphy, Roman Genetiano, Juan Arzu, (third row) John Grosskurth, Ursel Barber, Abdulla Baabbad, Bruce Korte, David Hamilton and Sandy Killian.

Tanker Assistant DL — Upgrading SIU members completing the tanker assistant DL course on March 13 are (from left, kneeling) Tony Sivola, Anthony Smith, Leonides Bacal, Liberato Viray, Salvador Villareal, Jim Shaffer (instructor), (second row) Maurice Hetrick, Ronald Davis, Kevin White, Kevin Regan, Jason Taylor, John Turner, Eva Myers, (third row) James McPharland, Robert Borchester, LeBarron West, Anthony Houston, (fourth row) Christopher Pompel, William Bunch and Mark Sawin



LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 22	November 14
Bridge Management (Shiphandling)	June 16	June 27
Lifeboatman	May 19	May 30
	June 16	June 27
	July 14	July 25
	August 11	August 22
Limited License/License Prep.	September 8	September 19
	July 28	September 19
Radar Observer/Unlimited	June 2	June 13
	June 30	July 10
	August 4	August 15
Radar Recertification (one-day class)	May 1	
	June 12	
	July 10	
	August 14	
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

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Electronics	June 2	June 27
Marine Electrical Maintenance I	June 30	July 24
Marine Electrical Maintenance II	August 11	September 19
Marine Electronics Tech I	June 30	July 24
Marine Electronics Tech II	July 28	August 22
Power Plant Maintenance	May 5	June 12
Welding	June 16	July 10
	September 22	October 17

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14	July 25
Tanker Assistant DL	May 5	May 23
	June 2	June 20
	June 30	July 18
	August 25	September 12
LNG Familiarization	September 22	August 10
	June 2	June 20
Tankerman Barge PIC	September 8	September 26
	May 5	May 16
	June 2	June 13
	June 30	July 10
	August 25	September 5

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 19	August 9
	June 21	October 11
	August 25	November 15
English as a Second Language (ESL)	May 6	May 31
	July 8	August 2
Adult Basic Education (ABE)	June 2	July 11
	July 14	August 22
	September 1	October 10
Lifeboat Preparation	May 5	May 16
	June 6	June 13
	June 30	July 11
	July 28	August 8
	August 25	September
	September 22	October 3
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 Lundeborg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

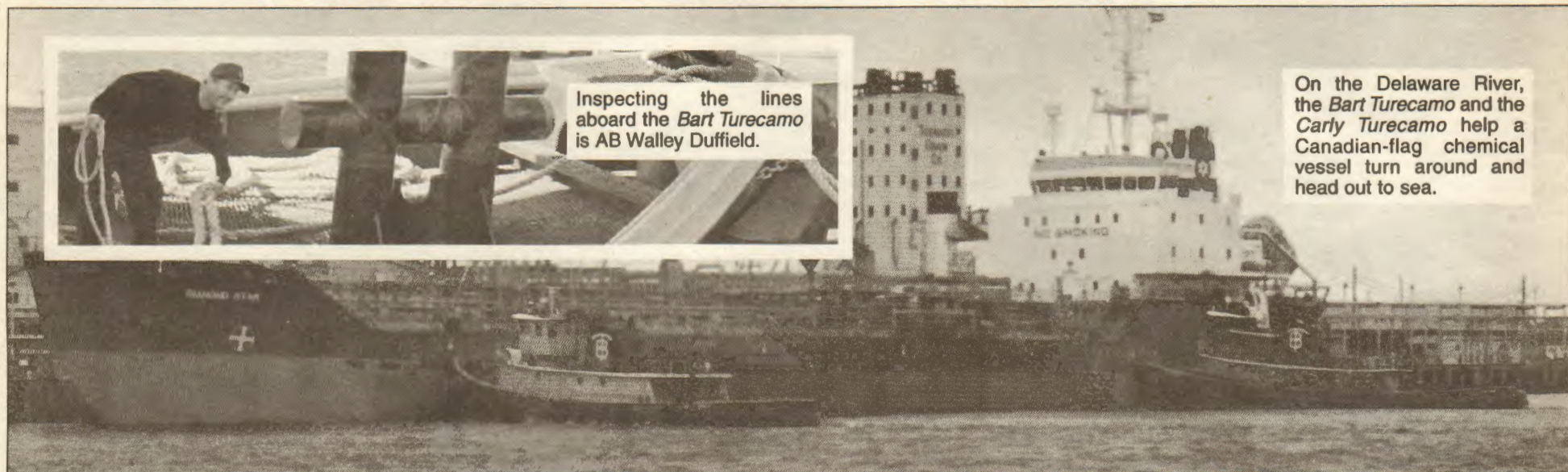
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

RETURN COMPLETED APPLICATION TO: Lundeborg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 4/97



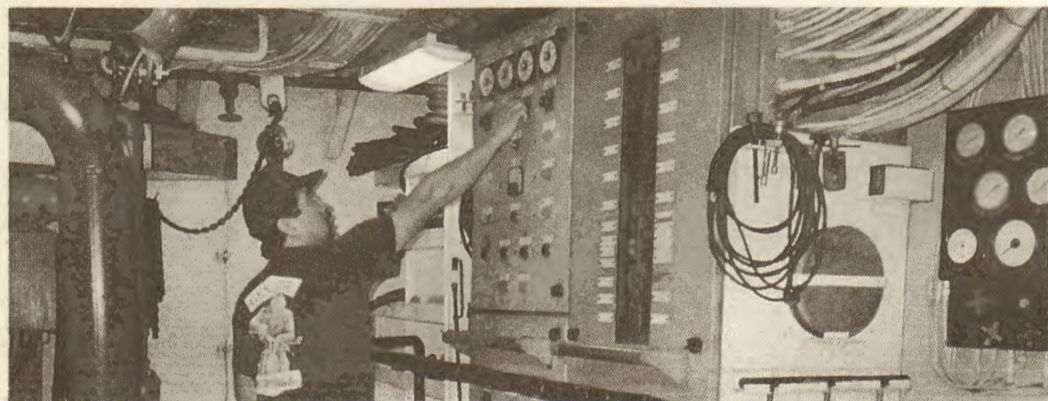
Planning a Summer Vacation?

The Lundeberg School can provide you and your family with the makings of a memorable summer vacation. For additional information and rates, see page 14.



Inspecting the lines aboard the *Bart Turecamo* is AB Walley Duffield.

On the Delaware River, the *Bart Turecamo* and the *Carly Turecamo* help a Canadian-flag chemical vessel turn around and head out to sea.



Chief Engineer Mike Stephens twists a dial on the control panel aboard the *Navigator*.



Chief Engineer Rick Cristofano adjusts the engine valves on the tug *Defender*.



After a long voyage, Capt. Robert Eastwood takes a break in the *Defender* galley.



While docked in Philadelphia, *Navigator* crewmembers gather for a union meeting. They are (from left) Capt. Mike Lydick, Chief Mate Kevin Foss and AB Lenny Tyson.



Philly Floating Flurry
Seafarers Always Hard at Work
Aboard Inland Tugs, Barges

From ship docking tugboats to roll-on/roll off barges, whether operated by Moran, Crowley, Turecamo or others, the work is constant for Seafarers in the port of Philadelphia.

Once a week, Seafarers aboard Crowley American Transport ocean-going tug/barges call on the port of Philadelphia. Tugs like the *Navigator* and *Defender* pull barges filled with trailers, automobiles and other roll-on/roll-off cargo from San Juan, P.R. and Jacksonville, Fla. Union members also load and offload Crowley barges that call on the Delaware River port.

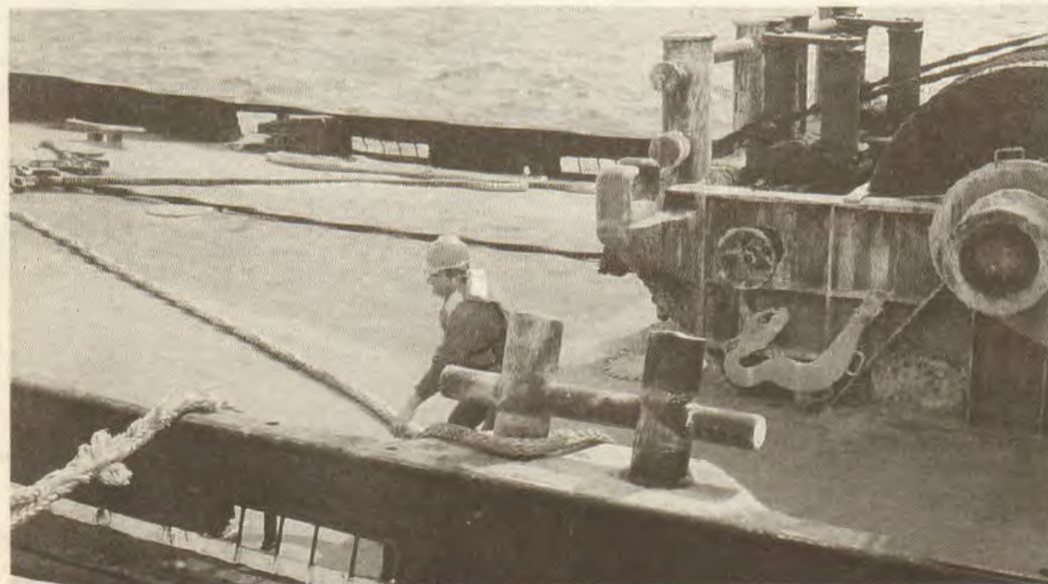
Docking and undocking tankers, containerships, general cargo and fruit vessels in the port of Philadelphia is everyday work for Seafarers aboard Turecamo tugboats. SIU crews aboard these tugs occasionally encounter challenging weather obstacles and use their experience and knowledge as inland boatmen to safely finish a job.

In the winter, it is common for ship docking tugs like the *Bart Turecamo* and the *Carly Turecamo* to ply the port's icy waters to assist a ship in need. Additionally, in heavy winds and storms, the harbor tugs help secure vessels to keep them from being blown from their holds at the dock.

Philadelphia-based Moran tugboats are responsible for general harbor work. Operating in the Chesapeake Bay as well as the Delaware River, the SIU-crewed tugboats use their 1,800 to 3,700-horsepower engines to bring vessels in and out of their individual piers.

Several Moran tugs, including the *Patricia Moran*, push waste barges down the Delaware River to treatment plants where the refuse is made into fertilizer. The union also represents the machinists in the Philadelphia Moran shop.

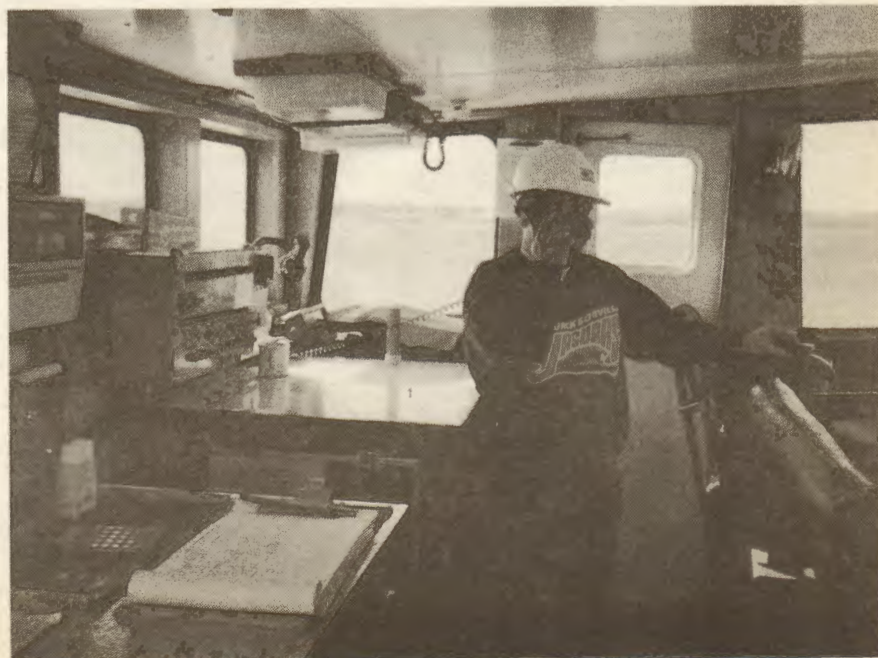
Other SIU-contracted inland companies that operate out of the port of Philadelphia include Maritrans, McAllister and Express Marine.



Securing the *Defender* to the dock is AB Don Smith.



Second Mate Todd Dodson ties up the *Defender* in the port of Philadelphia.



Navigator Captain Mike Lydick communicates with tug dispatch before departing.