

The

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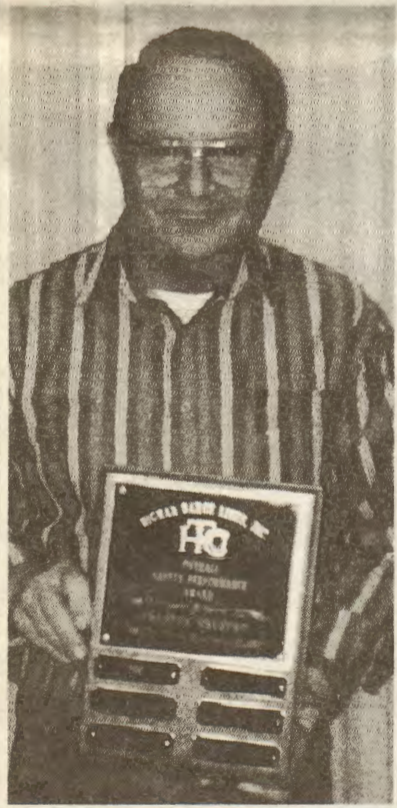
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

New Ships Planned For Coastal Cruises

SIU Will Crew 5 Delta Queen Ships; First Scheduled for Year 2000

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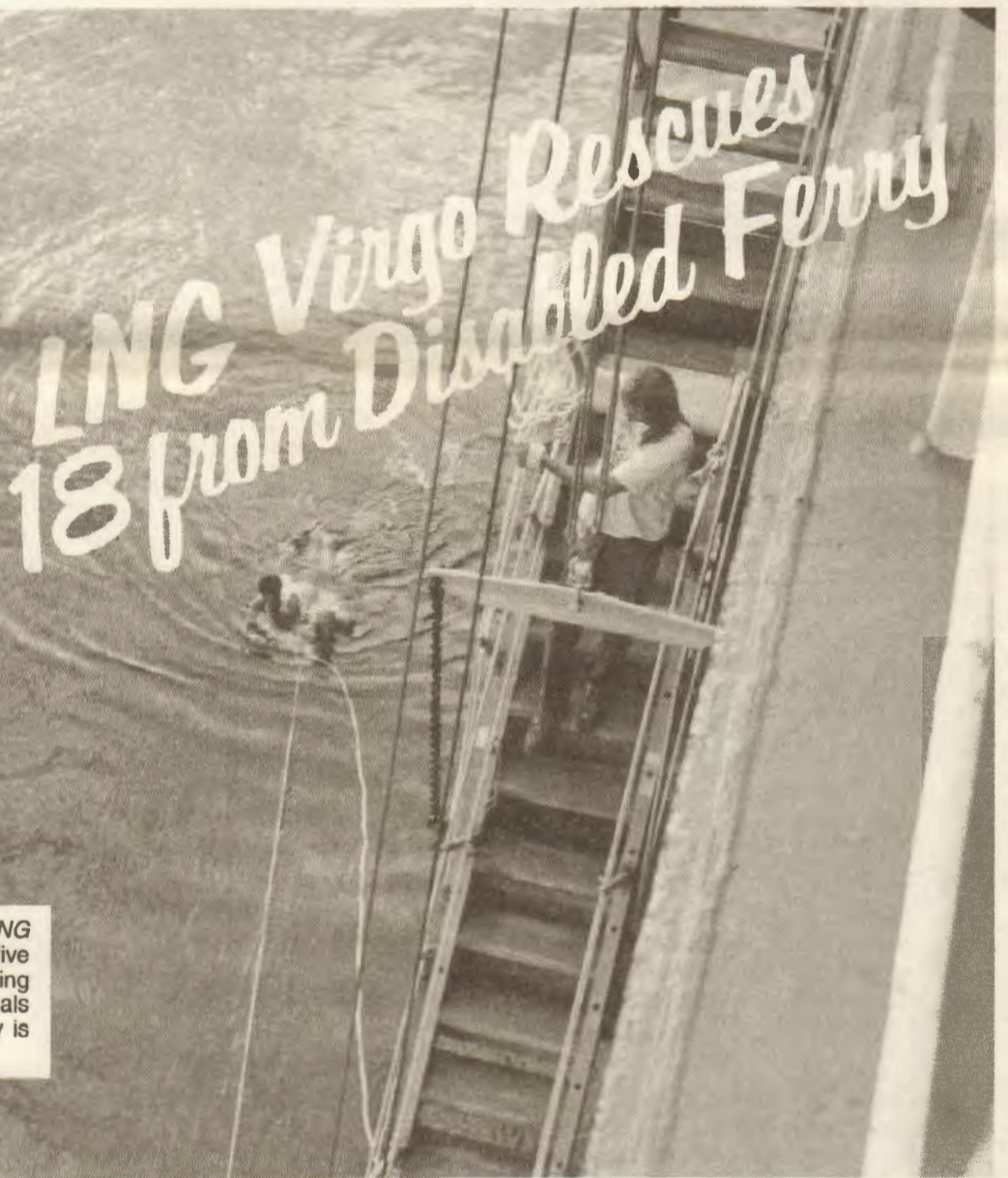
Higman Boatmen Lauded for Safety



Captain Leroy Lepretre is one of a number of Seafarers honored last month by Higman Barge Lines for safe operations in 1997. "We always emphasize teamwork and safety, every single day," Lepretre said following the presentation of the company's annual safety awards.

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Late last year, the SIU-crewed *LNG Virgo* saved 18 people stranded for five days in the Celebes Sea, beginning with the rescue of the two individuals pictured above. This dramatic story is recounted on page 24.



Lakes Seafarers Fired Up for Fitout

Aboard the *Iglehart*, Watchstander Paul Gosda takes aim at another record sailing season on the Great Lakes. Fitout began in mid-March, and early indications are that this will be another strong year for Lakes shipping, on the heels of a record-setting campaign. Page 9



SIU Members, Pensioners Slated for New Rx Program

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Coast Guard Opposes Solo Bridge Watch

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President's Report

Stop the Trend, Before It Starts

Next month the voters of California will cast their ballots on an initiative that carries dramatic implications for all working men and women across America.



Michael Sacco

On June 2, the people of our nation's most populated state will decide if Proposition 226 becomes law.

Proposition 226 is the latest scam created by anti-worker forces to limit the voices of working people from the political process. Using the innocent-sounding name of "campaign finance reform," these anti-worker advocates want the voters of California to say it's okay to limit unions' ability to participate in state elections and other political processes—but let Big Business run wild. They

have chosen California because they think it is easier to sneak this long-winded initiative past the voters rather than deal with it through open debates in the legislative process.

Research already shows Big Business outspent labor unions by an 11-to-1 margin during the 1996 election cycle. An 11-to-1 margin!

The difference in terms of dollars spent is so wide, it is hard to comprehend, so I'll try to demonstrate this in another manner.

Imagine being on a football field all by yourself and the 11 members of the Super Bowl-champion Denver Broncos are lined up against you. What do you think your chances of stopping them would be?!

Yet, this is what organized labor faced two years ago—and we held our own. Now, the anti-worker corporations and lobbyists feel that was unfair to them. They want to change the rules and tilt them even more in their favor. They don't even try to hide what they are doing.

In a recent nationally broadcast news report, one of the people who wrote Proposition 226 told a pro-business group: "Imagine what would happen in your legislative, in your business agendas if the amount of money opposing you every year was reduced by 80 percent, what could you do?"

Business already outspends labor 11-to-1 and now they want to dramatically widen that margin!

It's critical to note that at first glance, Proposition 226 doesn't appear to deal with labor unions. Its first sentence calls on the voters of California to ban foreign money from the political system. Who isn't for that? In fact, it already IS illegal for foreign money to be used in California political campaigns.

What these anti-worker groups are counting on is voters will see only that part of the measure. They figure the voters will be too busy with the other elections on the ballot to read the rest of the initiative. The rest of Proposition 226 demands union members sign an annual statement issued by the state to give their unions permission to spend dues money for items other than those directly related to collective bargaining. If passed, the law would take effect on July 1.

Another catch to all of this is state officials have said there is no way they could implement the law before 1999. Therefore, unions would for all practical purposes be eliminated from participating in the fall elections.

How democratic does that sound? Big Business would be allowed to spend whatever it wants, while unions wouldn't even be able to produce a voters' guide to inform the electorate who is standing up for working people.

Despite the fact the election is taking place in California, the results of the balloting will be felt across the country.

As has been pointed out in this issue (as well as previous issues) of the *Seafarers LOG*, the effort to reduce the influence of working people in the political process is a national campaign being waged at a state-by-state level. The anti-worker forces are looking for any hook, any angle, any way to make their views the law.

Of the 29 states where such measures have been offered, 12 state legislatures already have said their working men and women deserve respect and the right to be heard. But that hasn't stopped Big Business.

While the challenges are taking place all over the country, the real prize for the anti-worker forces is California. They know California is a trend-setting state—that ideas accepted on the West Coast will make their way east.

The battle lines have been drawn.

Proposition 226 is a lousy initiative because it stands against a value that all Americans hold dear—the right to express yourself freely. It would keep working men and women from gaining valuable information on the candidates and their positions. It would keep unions from standing up for working people when legislatures are in sessions. It would allow Big Business and its allies to call the shots without meaningful opposition.

Anti-worker measures like Proposition 226 should be stopped in California on June 2. There is no justifiable reason for them to become law anywhere.

Continued Cooperation Needed to Keep U.S.-Flag Fleet Strong in Next Century

Former MarAd Chief Herberger Prepares 1998 Paul Hall Lecture

On a day in which a stand-in speaker was needed to deliver the annual Paul Hall Memorial Lecture, the immediate past head of the U.S. Maritime Administration informed a Washington, D.C. audience of maritime industry officials, labor representatives and military officers that there is no substitute for a strong U.S.-flag merchant marine.

Albert J. Herberger, who retired as the U.S. Maritime Administrator last year, was scheduled to deliver the annual lecture on April 15. Unfortunately, he was unable to be in the nation's capital due to a death in the family. As his address already was prepared, Emanuel Rouvelas—a longtime U.S.-flag advocate—stepped in at the last minute and delivered Herberger's remarks.

Vast Maritime Experience

To prepare his address, Herberger called upon his vast experience in the U.S. maritime industry. He graduated from the U.S. Merchant Marine Academy in Kings Point, N.Y. and sailed aboard U.S.-flag commercial vessels prior to joining the U.S. Navy in 1958.

He worked his way through the ranks, serving aboard and commanding warships as well as gaining executive experience involving the managing of manpower resources which included recruiting, training, education, distribution and logistics. By the time he retired from the Navy in 1990, the Albany, N.Y.-native had obtained the rank of vice admiral and served as the deputy commander-in-chief of the U.S. Transportation Command, which oversees the movement of materiel and troops for the U.S. military.

After Herberger did a brief stint in private business, President Clinton nominated him to be the maritime administrator in 1993. During his four years at the helm, he steered the Maritime Security Program through Congress (gaining passage for it in 1996), jump-started commercial shipbuilding in U.S. yards and made sure maritime interests were included in national transportation policies. He now serves as vice chairman for SIU-contracted American Ship Management.

Strong Relationship

As delivered by Rouvelas, Herberger pointed out the rela-



Representatives from the maritime industry, labor, government and military listen as Emanuel Rouvelas delivers the 1998 Paul Hall Memorial Lecture as written by retired Maritime Administrator Albert Herberger.

tionship between the commercial maritime industry and the Department of Defense (DoD) is the closest "in more than 40 years. As a result, strong public-private partnerships are being forged in peacetime rather than during war or national emergency."

He noted that throughout the nation's history, the maritime segment tended to be ignored until it was immediately needed. He cited examples from the War of 1812 to World War I and World War II as proof.

But, Herberger wrote, the cooperation that developed during the Persian Gulf War laid the groundwork for the maritime measures being enacted during the 1990s.

From the 10-year Maritime Security Program has developed the Voluntary Intermodal Sealift Agreement (VISA) in which companies with ships contracted in the program not only make their vessels available to the military in times of conflict or emergency but also their terminals, intermodal systems and other services.

"Within the framework of VISA, a Joint Planning Advisory Group was established to identify potential problem areas for sealift and develop appropriate solutions. This joint industry and DoD executive-level group, co-chaired by the U.S. Transportation Command and the Maritime Administration, is charged to ensure a clear understanding of sealift requirements and capabilities so that all participants are better prepared to take action when needed," he stated.

"The importance and value of the commercial merchant marine has received strong words of support by senior DoD officials in both public and official statements in recent times. This visible recognition from the national security arena had been absent for much too long in the debate

regarding the national need for a U.S. merchant marine," the retired admiral added.

Continue Cooperation

He called for continued unity in the industry and ongoing cooperation between the industry and military which will help keep the fleet strong.

"My personal assessment is that the U.S. maritime industry will continue to play a significant role in the nation's economic growth. Both the international and domestic fleets, along with revitalized ports and waterways, will be vital components of our transportation system and indispensable elements of our national security."

To back up this point, Herberger listed several areas where he believes the U.S.-flag fleet will play a vital role in the upcoming century.

Future Growth

"Changing trade patterns, technology development and marketplace demands, both at home and abroad, will create opportunities for the waterborne transportation industry. U.S. trade is projected to double or triple by the year 2020 with the increasing globalization of the world economies.

"New domestic markets will emerge for maritime services, particularly in the carriage of leisure and commuter passengers and the movement of freight along our coasts."

In hypothesizing about the future, Herberger said he sees coastal shipping being used efficiently to reduce congestion on highways and railroads.

He called for support to rebuild America's port facilities—from dredging to highways—to meet the needs of growing trade.

Herberger also stated how important it is for the country's shipyards to be active in the construction of commercial vessels. "We cannot, as a nation, continue to relinquish industrial design and manufacturing industries to foreign competitors."

In closing, the former maritime administrator urged those attending to "promote the value of this industry to the general public. This great nation must continue to be a 'maritime' power for our own interests."

Delivered each year since 1987, the lecture is funded by the Paul Hall Memorial Endowment at the University of Southern California. It was created by the friends and associates of the late SIU president, who served as the union's principal officer from 1947 until he died in 1980.

MSC Head Perkins Confident In U.S. Merchant Mariners

The head of the U.S. Military Sealift Command recently voiced his confidence in American merchant mariners.

Speaking April 23 to the Washington, D.C. chapter of the National Defense Transportation Association, U.S. Navy Vice Admiral James B. Perkins, commander of MSC, described the merchant marine as America's "secret weapon" for quick sealift deployment.

Perkins further praised America's civilian mariners as "absolutely magnificent professionals."

And, answering a question regarding merchant mariners' willingness to sail into danger zones to deliver materiel for U.S. troops, he emphatically responded, "The answer is, hell yes, they will go! They will go like they've gone in every conflict that the U.S. has participated in since the Revolution."

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Delta Queen Announces Fleet Expansion

SIU Will Crew 5 New Coastal Cruise Ships Starting in 2000

SIU-contracted Delta Queen Steamboat Company has announced its intention to build in U.S. shipyards five new passenger vessels to ply America's ocean coastlines. Seafarers will crew the ships when they are ready to sail.

Bids for the five ships—which will carry between 200 and 225 passengers each—have already been requested. The company expects to sign a contract in September, begin construction for

the first vessel around January 1999 and be ready to sail by the spring of 2000. Construction of the next ship will begin when the first is launched.

"This is a wonderful opportunity for the SIU and the whole U.S.-flag maritime industry," stated Seafarers President Michael Sacco.

"These five ships represent new jobs for SIU members. Because Seafarers have demonstrated their ability and compe-

tence for years on Delta Queen's three riverboats, the company knows it will have the manpower to crew these new ships in the way the company and the passengers expect.

"But, even more, Delta Queen's announcement demonstrates the company's confidence in the domestic maritime program," Sacco continued. "These ships will be built in American yards, taking advantage of the latest technology, to call on American ports."

SIU members already sail aboard the *Delta Queen*, *Mississippi Queen* and *American Queen*. The trio of steamboats carries passengers along the Mississippi River and its tributaries.

The company is a subsidiary of American Classic Voyages. Among American Classic Voyages' other holdings is American Hawaii Cruises, which operates the SIU-crewed *SS Independence* on seven-day voy-



More jobs for Seafarers, like Housekeeper Gwen Gibson of the *Mississippi Queen*, are on the horizon as the Delta Queen Company announces plans to build five new coastal cruise vessels.

Seafarers Rally in N.O. For Avondale Workers

SIU members and officials last month took part in a rally near New Orleans for Avondale Shipyard workers.

AFL-CIO President John Sweeney and AFL-CIO Secretary-Treasurer Richard Trumka spoke at the April 16 event, conducted at a local church, to show support for the 4,100 shipyard workers still awaiting their first union contract. Both officials pledged the federation's continued full backing of the workers.

Avondale employees voted in June 1993 to be represented by unions. However, the company since then has used one stalling tactic after another to deny representation to the workers and evade negotiations for a first contract.

In fact, the National Labor

Relations Board (NLRB) in March ordered the head of Avondale to personally read a cease and desist order to the current and former shipyard employees, rehire 28 fired workers and rescind disciplinary measures taken against 15 others, and pay more than \$3 million in back wages.

Besides what is covered in the NLRB ruling, the AFL-CIO (the national federation of trade unions, of which the SIU is a member) notes that many other charges of firings and various inappropriate disciplinary actions against union supporters are impending in the NLRB and in the U.S. Court of Appeals.

Altogether, this is the largest

Continued on page 10

New Prescription Program Announced for Pensioners Agreement Eliminates Out-of-Pocket Expenses

The Seafarers Welfare Plan recently announced a new prescription program for SIU pensioners that is designed to make it more convenient and cost-effective for retirees to secure needed medications.

This program also is expected to be available for active Seafarers later this year.

According to Lou Delma, administrator of the Seafarers Welfare Plan, the plan has signed an agreement with National Prescription Administrators, Inc. (NPA) to provide managed care pharmaceutical services to its eligible pensioners.

"We expect this program to save money for SIU pensioners, SIU members and the plan itself," Delma stated. "It also is intended to eliminate out-of-pocket expenses when members or retirees pick up their prescriptions, and it should significantly cut down on paperwork, too."

Eligible pensioners will have the option of purchasing prescription drugs from a network of more than 50,000 participating pharmacies. Pharmacy chains such as CVS, Rite Aid, Eckerd, Giant, Kroger and Revco are included in this program.

A more detailed list of participating pharmacies will be provided to eligible participants.

Additionally, for the first time, pensioners will have the ability to order their medication through a pharmaceutical mail service

provider. This is expected to help people who take certain prescription medicines on an ongoing basis.

NPA has been administering prescription drug benefit programs for more than 18 years. Currently the company serves more than 3,500 clients, representing 7 million covered participants.

"NPA brings to the Seafarers a quality program which will allow pensioners access to a huge pharmacy network and other administrative services. The plan also will benefit from this arrangement as NPA has negotiated with the network pharmacies to reduce the cost of prescription medications," Delma pointed out.

Pharmacies who participate in this network will recognize SIU pensioners by a special card. Qualified pensioners will no longer have to pay for their prescriptions and wait for reimbursement from the plan.

This new program offers electronic processing capabilities which will greatly assist pensioners in reducing paperwork for prescription claims.

The target date for this new program for pensioners is July 1998. The plan will send eligible pensioners detailed information, and additional related news will appear in future *Seafarers LOG* articles. Additionally, a participant mailing is being planned for the near future.

SIU Members In Gulf Buildup Are Eligible for 'Danger Pay'

Seafarers who sailed on vessels deployed to the Persian Gulf during the recent military buildup in that region are eligible for imminent danger pay, according to a communication issued by the U.S. Military Sealift Command (MSC).

The eligibility period began February 7 and still was in effect as the *Seafarers LOG* went to press in late April.

"On applicable contracts, Imminent Danger Pay (IDP) mandated by collective bargaining agreement is reimbursable to the contractor for payments made to the contract mariners on board MSC vessels operating in certain zones of the Arabian Gulf," reads the memorandum from MSC. "Any reimbursement of IDP is limited to the amounts that would be payable under applicable laws and regulations to U.S. civil service mariners in the employ (of) MSC in a similar port, place, zone or route.... The current zones for

IDP in the Arabian Gulf include the sea areas within the Arabian Gulf."

SIU members who believe they qualify for IDP and who have signed off their respective vessels should contact the companies operating the ships on which they sailed, according to MSC. Seafarers still aboard ships deployed in the Gulf are not instructed to contact the companies.

The buildup took place in preparation for a possible armed conflict between the U.S. and its allies against Iraq. More than 15 SIU-crewed ships were involved in exercises in or near the Gulf as part of that preparedness.

Although the likelihood of impending conflict diminished with Iraq's initial and ostensible cooperation with United Nations arms inspectors, the situation seemingly is far from fully resolved, according to news reports.

Coast Guard Backs SIU's Position Against Solo Navigational Watch

Agency Will Take Case to International Safety Session

Consistent with the SIU's position, the U.S. Coast Guard during upcoming international maritime safety meetings will oppose solo navigational watch at night, according to a report by the agency.

As permitted by the international convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners, several countries have conducted years of trials involving solo bridge watch in periods of darkness. Based on studies of the documentation of those trials, the Coast Guard at the 69th session of the international Maritime Safety Committee (scheduled for May 11-20 in London) will recommend discontinuation of such experiments. It further will advise that solo night watch not be included in any amendment to the updated STCW convention.

In a letter earlier this year to Coast Guard Rear Admiral Robert C. North, assistant commandant of marine safety and

environmental protection, SIU President Michael Sacco reiterated the union's "total opposition to the operation of ships with the officer of the navigational watch acting as the sole lookout in periods of darkness. We believe that a solo bridge operation compromises safety at sea and, as such, it is an unacceptable and unnecessary measure."

The SIU challenged the contentions of nations including Denmark, Sweden, Norway, Germany and others that such a watch is safe. Sacco noted that in studies conducted by such nations, "their supporting analysis is usually unpersuasive and contain many misleading comparisons, incomplete analysis and undefined terms."

In an executive summary of its findings, the Coast Guard argued that solo night watch violates existing regulations that call for a continuous lookout. The agency pointed out that trial results indicate periodic lapses—sometimes

greater than 10 minutes—have occurred during navigational watches at night.

Moreover, a substantial number of officers interviewed as part of the trials reported that keeping a proper lookout in addition to other duties was "sometimes" difficult, while some stated it was "often" difficult.

"Solo watchkeeping should not be taking place under conditions where risk of collision is likely to develop," the Coast Guard noted. "Furthermore, the indication that detection will be more rapid when the watch officer has access to high-grade detection equipment only supports the need for promoting the introduction of such equipment to reduce risk on all ships, rather than the elimination of the lookout on some ships."

The Coast Guard therefore will urge the committee to discontinue solo navigational watch at night and to not amend the STCW convention in that regard.

Higman Boatmen Earn Safety Awards

Seafarers Honored for Year of Accident-Free Operations

SIU boatmen sailing with Higman Barge Lines were honored last month for outstanding safety achievements in 1997.

Seafarers earned the annual safety awards in individual and boat categories. Higman, based in Orange, Texas, has presented the plaques since the start of this decade.

"We always emphasize teamwork and safety, every single day," said Captain Leroy Lepretre, whose work helped the tug *Preston Shuford* win one of the boat awards. "With what we're running, oil barges, everybody's got to be on their toes and be extra careful. Really, it's all about teamwork."

In order to receive an individual safety award, boatmen must work at least 224 accident-free days in a calendar year.

For the boat awards, "They must operate without an oil spill, a personal injury, collision, allision—zero incidents," explained company spokesperson Ginger Norwood.

Earning the 1997 awards were the *John T. McMahan* and the *Preston Shuford*. The *McMahan*

also won in 1995 and 1996.

Additionally, Higman has a "500 Day" award for boatmen who compile at least 500 consecutive working days (as scheduled) without an accident. Approximately half of the 120 or so boatmen employed at Higman have earned the 500 Day award. Many others are on pace to receive it.

Seafarers sailing aboard Higman's 18 boats regularly conduct shipboard safety drills and also participate in quarterly safety meetings directed by the company.

Lepretre, whose son *Cody* sails as an OS in the SIU's deep sea division, commended both the company and the crews for their commitment to safety.

"I know we always take extra precautions while loading and off-loading, for instance," he concluded. "When you empty those barges, they're pretty potent. That's just more incentive to be careful."

Honored along with Lepretre from the *Preston Shuford* were Relief Captain *Walter Evans*, Pilot *Michael Rogers*, Tankerman *James McCullough* and Deckhands *Michael French* and



SIU boatmen recently earning safety awards from Higman Barge Lines include (above) Tankerman *Randy Odom*, Captain *Tommy Adams*, Captain *Calvin Hatfield*, Captain *Joe Fabacher*, Pilot *Floyd Bertrand*, Relief Captain *James LaFleur*, Captain *Chris Spivey*, Relief Captain *John Anderson*, Tankerman *Grayson Skaggs*, Pilot *Billy Fisher*, Relief Captain *James Chatlosh*, Tankerman *Ray Sergeant*, Captain *Elton Jeansonne*, Relief Captain *Ross Burton* and Tankerman *Ted Campbell*.

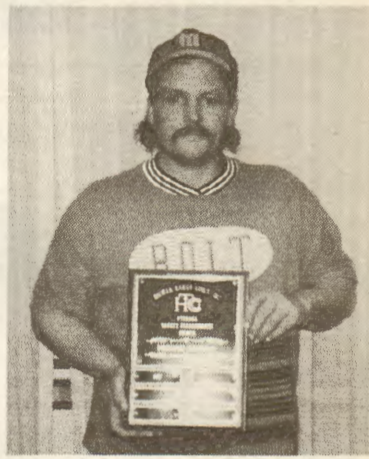
Wade Greer.

Receiving the award for safely operating the *John T. McMahan* were Captains *Roy Lunson* and

Mike MaNeely, Pilot *Tommy Donati*, Tankerman *Randy Odom* and Deckhands *Kevin Jacks* and *Gordon Campbell*.



Accepting the annual safety awards on behalf of their respective crews are (photo above) Captain *Leroy Lepretre* of the tug *Preston Shuford* and (below) Tankerman *Randy Odom* of the *John T. McMahan*.



'97 Financial Records Okayed By Rank-and-File Committee

The committee of rank-and-file Seafarers who last month reviewed the union's financial records has reported that it found the SIU's finances are in good order.

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."

Seven Seafarers were elected by fellow SIU members during the April membership meeting at Pincy Point, Md. to serve on the committee: Mechanic *Thomas J. Burns*, who chaired the group; Recertified Bosuns *James Deano*, *David Garoutte*, *Louis Sorito* and *James Souci*; QMED *Ramon Camacho*; and Mechanic *John Gallagher*.

"The records look very good," said *Camacho*, who sails from the port of Philadelphia. "We checked them very closely, and everything was fine."



Adjourning from their work as members of the annual financial committee are (from left) *James Deano*, *David Garoutte*, *John Gallagher*, *Thomas Burns*, SIU Secretary-Treasurer *David Heindel*, *Ramon Camacho*, *James Souci* and *Louis Sorito*.

IMO Warns That Fifth of World Fleet Will Not Meet July 1 ISM Deadline

The International Maritime Organization (IMO) recently estimated that about 22 percent of the world's affected vessels will not meet the July 1 deadline for compliance with phase one of the International Safety Management Code (ISM).

If the code is enforced as expected, then non-compliant ships either will be denied port entry or will be detained in port and have their cargo operations restricted. Civil penalty action (a \$5,000 fine) also will be imposed against the shipowner, charterer, agent or master.

The first stage of the ISM Code (part of the 1974 International Convention for the Safety of Life at Sea, or SOLAS) applies to the following vessels engaged in international voyages: tankers, bulk freight ships, high-speed freight vessels of 500 gross tons or more, and ships transporting more than 12 passengers.

It calls for companies to

administer a safety management system that specifies a safety and environmental protection policy, along with instructions and procedures to ensure safe operation of ships and protection of the environment in compliance with international and flag state regulations.

Other requirements include developing defined procedures for reporting accidents, preparing for and responding to emergencies, management reviews of the safety system that will be subject to outside audit, and a planned maintenance system for all on-board equipment.

Vessels passing through this rigorous audit by classification societies such as American Bureau of Shipping or DNV of Europe will receive certification, and the vessels involved will receive "Documents of Compliance."

Properly implemented, ISM will improve company response to vessel equipment casualties and ensure correc-

tive actions to non-conformities reported under the system. ISM will begin to identify and discipline those substandard vessels in foreign trade.

The second phase takes effect July 1, 2002. It will apply to other freight vessels and self-propelled mobile offshore drilling units of 500 or more gross tons on international voyages.

ISM will increase the potential liability of operators of non-compliant ships by establishing a discoverable link between non-conformities on board operating vessels and the upper management of the company responsible for their Safety Management System.

It generally is recognized as fact that ISM in concert with emerging STCW regulations constitutes the most significant change in the accepted conduct of commercial vessels implemented in this century.

Senate Passes Shipping Reform Bill

Measure Would Extend Cutoff Date for WWII Veterans' Status

The Senate on April 21 approved legislation which would change federal regulation of the ocean shipping industry by amending the Shipping Act of 1984.

Passed by a vote of 71-26, the Ocean Shipping Reform Act now is expected to go the House Transportation and Infrastructure Committee. Some backers of the bill, however, reportedly are pushing for a straight yes-or-no

vote by the full House, with no rewrite of the measure.

The Senate bill (S. 414) also includes language extending the cutoff date for veterans' status for World War II merchant mariners from August 15, 1945 to December 31, 1946 (the date officially declared by President Harry Truman as the end of hostilities). The SIU strongly supports extending the cutoff date.

"With the help of all the

friends of the merchant marine, both in World War II and presently, there is finally realization that there should be a viable sailing fleet today, but also recognition for the men who sailed," stated *Mark Gleeson*, vice chairman of the Merchant Mariners Fairness Committee, which for 10 years has worked to extend the cutoff date.

Senate Majority Leader *Trent Lott*, the son of a union shipyard

worker and a strong advocate of the U.S. merchant marine, pointed out that mariners who began their service between August 1945 and December 1946 "did so with pride, professionalism and a dedication to their country. They deserve this simple, proper recognition."

S. 414 preserves the Federal Maritime Commission (FMC) as an independent agency, although it eliminates tariff-filing with the government, thereby allowing importers and exporters to keep their contracts with ship operators confidential. Earlier versions of the measure—from early 1994 to

1997—had called for eliminating the FMC altogether or merging it with the Surface Transportation Board.

Proponents of S. 414 say the bill's main purpose is to facilitate increased contracting flexibility by allowing importers and exporters to ink confidential agreements with individual shipowners, instead of working through ocean shipping cartels (which jointly set rates).

Additionally, although carriers would not be required to file rate changes with the FMC, they would be responsible for making such data readily accessible.

Big Business Admits Effort Dedicated To 'Undermining Labor's Influence'

Anti-Worker Initiative Faces California Voters June 2

Anti-worker forces are pulling out all the stops to implement legislation that would silence the voices of working people from the political process.

So far this year, 29 states are considering or have considered measures that would limit the ability of unions to provide political donations, lobby for the causes of working people or even offer voter guides for pro-worker candidates.

These efforts have been repelled in 13 states thanks to Seafarers joining with other working men and women to inform their elected officials that bills with such names as "paycheck protection," "campaign finance reform" or "giving union members a choice" actually are badly disguised attempts to squelch the concerns of working people.

Attention Goes West

Despite these victories, which have taken place in states from the Atlantic to the Pacific (see chart), national attention is being drawn to California, where that state's voters will decide if what has been dubbed "campaign finance reform" is needed.

California holds primary elections on June 2. But included on the ballot will be a number of initiatives including Proposition 226.

The authors of Proposition 226 are hoping people will be too busy to read the whole initiative. They wrote the measure to take advantage of the national concern over the possible use of foreign money to influence political races. The first line of Proposition 226 on the ballot asks the voters to outlaw the use of such money in state campaigns—which already is illegal in California.

The proposition then spells out in technical language how the initiative—if passed—would not allow unions to use dues money for campaigning, lobbying or other purposes outside of collective bargaining without the annual written permission of union members on forms provided by the state. The measure would start July 1, a month after the election.

However, California officials have said they will not have the paperwork and bureaucracy in place to implement the law until early 1999. This would effectively eliminate unions from standing up for their members and interests during the 1998 statewide elections, which include the governor's seat.

Wants to Eliminate Opposition

During an April 3 report broadcast by National Public Radio's "All Things Considered," a co-author of Proposition 226 was heard addressing the Associated Builders and Contractors:

"If you can imagine what would happen in your legislative, in your business agendas if the amount of money opposing you every year was reduced by 80 percent, what could you do?" Frank Uri asked the industry group.

For his speech, Uri received a \$5,000 check from the group to help pass Proposition 226.

The story's reporter, Steve Rosenfeld, described Uri's efforts in the following way: "... he said the bottom line was undermining labor's political influence."

Uri then drew Rosenfeld's attention to the state of Washington, where voters passed a similar measure in 1992. Uri said union political contributions have fallen by more than two-thirds.

A review of Washington's records revealed in 1992 an almost 2-to-1 majority of elected officials in the state

house who supported the agenda of working families. Since the measure was passed, those who are supported by anti-worker forces now control the body by a nearly identical 2-to-1 margin.

'Bully vs. Average Guy'

Noting what has happened and what could happen if measures like Proposition 226 are passed, SIU President Michael Sacco, in his opening remarks to the AFL-CIO Maritime Trades Department (MTD) executive board meeting in March, stated the anti-labor forces "want to knock out workers from the political process so they can take even more of the purse for themselves. They want to bury unions in red tape and paralyze our operations with bureaucracy."

Sacco, who also is the president of the MTD, reminded the board (composed of representatives from the MTD's 32 affiliated unions) that campaign spending records have shown big business in 1996 provided its friends with \$653 million while unions contributed \$58 million to its supporters.

"What our enemies won't say is that they outspent labor in the '96 elections by 11-to-1!" Sacco pointed out.

"Anyone can see this is a case of the big bully versus the average guy. The bully couldn't beat us when we played by the same rules, so now he wants to hurt us with a cheap shot.

"Well, as in the case of the Tyson-Holyfield match, the bully has bitten off more than he can chew!" Sacco stated.

Urges Workers to Fight On

Adding to the call to defeat the anti-worker measures is AFL-CIO President John Sweeney.

During the same MTD executive board meeting, Sweeney noted, "For maritime unions, these proposals would deny us the clout we need to defend everything we cherish from the Jones Act to OSHA (the Occupational Health and Safety Administration), Medicare, Social Security and the list is long."

The head of the national federation of trade unions declared these measures are the way corporations, big business and other anti-worker forces are fighting back because working people were able to convince Congress to pass an increase in the national minimum wage, to defeat legislation that would create sham company unions and to reject fast-track trade negotiations that did not include measures to protect workers and the environment.

"Maybe we should be flattered that our recent victories on working family issues have spawned so many attacks," added Sweeney.

"Clearly we have them worried. They should be concerned because they're not going to win. Working families will not be silenced."

Actions Taken Around the Country On Anti-Worker Legislation (as of mid-April)

Alaska.....	pending in legislature
Arizona	pending in legislature, possible initiative
California	on ballot June 2
Colorado	defeated in legislature, possible initiative
Florida.....	pending in legislature
Georgia.....	defeated in legislature
Hawaii.....	defeated in legislature
Kansas.....	defeated in legislature
Maryland.....	defeated in legislature
Massachusetts.....	pending in legislature
Michigan	pending in legislature
Minnesota	pending in legislature
Mississippi	defeated in legislature
Missouri	pending in legislature
New Mexico	defeated in legislature
Nevada	initiative pending
Oklahoma	pending in legislature
Oregon.....	initiative pending
Pennsylvania	pending in legislature
Rhode Island	defeated in legislature
South Carolina.....	pending in legislature
South Dakota.....	defeated in legislature
Tennessee	pending in legislature
Utah	defeated in legislature
Vermont	defeated in legislature
Washington.....	defeated in legislature
West Virginia.....	defeated in legislature
Wisconsin	pending in legislature
Wyoming.....	passed annual PAC checkoff

Congress:
Action pending in both House and Senate

Please note: The rules in some legislatures allow a defeated bill to be offered again in an altered version or amended to an entirely different measure. It is best to remain alert while legislatures are in session.

SOURCE: AFL-CIO Department of Field Mobilization

What YOU Can Do

If your state is listed:

- Write, call or visit and inform your legislator why such a measure is bad for all working people.
- Meet with friends, family and neighbors. Let them know how these bills hurt them and ask them to contact their elected officials.

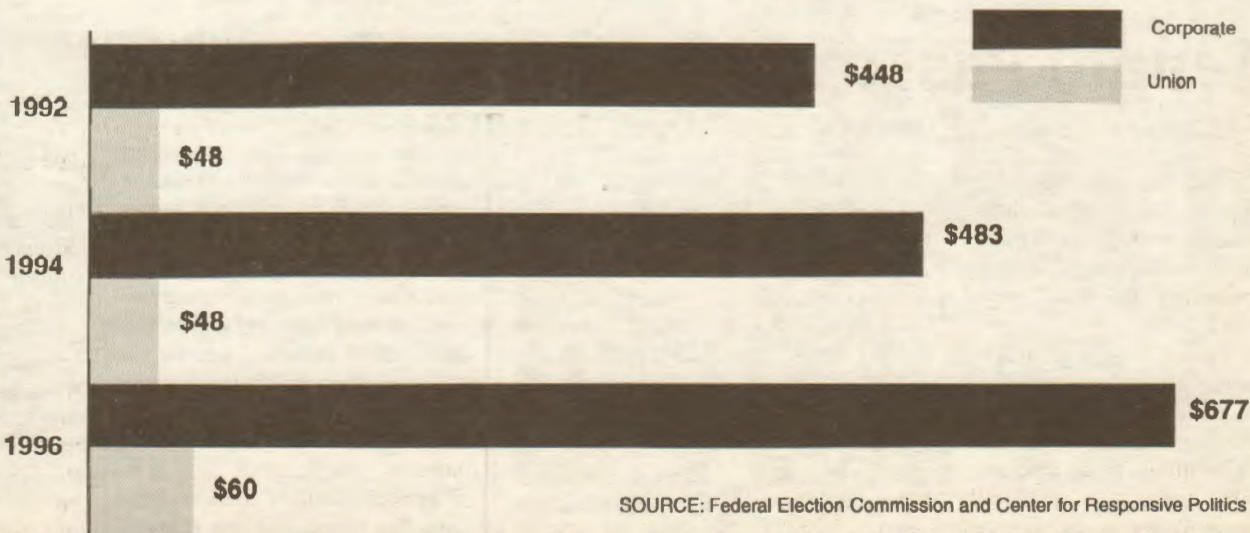
If your state is having an initiative:

- Register to vote, then vote against it.
- Urge your friends, family and neighbors to do the same.

If your state is not listed:

- Remind your legislator there is no need for such legislation as it harms all working people.

How Big Business Outspends Labor in Politics (Hard and Soft Money Contributions in Millions of Dollars)



Teamwork Is Key for Newest Class of Recertified Bosuns

Although they come from diverse backgrounds and sail from different ports across the country, the eight Seafarers completing the bosun recertification program last month at the Paul Hall Center in Piney Point, Md. know the meaning of teamwork.

For the six weeks leading up to their graduation ceremony at the April membership meeting in Piney Point, Mohamed Ahmed, James L. Deano Jr., David J. Garoutte, Mark A. Holman, James J. Keevan, Roger Reinke, Louis F. Sorito Jr. and James Souci worked and studied together to complete the highest curriculum available at the Lundeberg School for those members who sail in the deck department.

The eight Seafarers developed a real sense of camaraderie during their weeks together and plan to take what they have learned back to their respective ships.

'Union-Like Team'

"Our union is like a team," stated 46-year-old Roger Reinke, after receiving his graduation certificate. "All of us are important players on that team, with SIU President Michael Sacco as our captain."

Reinke, who sails from the port of Tacoma, Wash., cautioned SIU members that "we're only as strong as our weakest players. It is our duty to support and guide our team and help those who are struggling." He also affirmed that another way to help the team on its winning streak to job security is by donating to SPAD.

Reinke thanked his fellow classmates for their friendship and also thanked his wife, Antoinette, for believing in him and supporting his career choice.

The bosun recertification program is designed to update Seafarers who sail as bosuns on trends in the maritime industry, including changing shipboard technology and the latest seamanship techniques. Additionally, the bosuns' curriculum further prepares the seamen for leadership roles among fellow crew members.

When at sea, it is the job of the bosun to serve as chairman of the ship's committee, a group of crew members who help keep shipboard life running smoothly. (It is to this group that any problem



Following the April membership meeting at Piney Point, the recertified bosuns posed for a group photo with several SIU officials. From left (front row) are Lundeberg School Acting Vice President Nick Marrone, James Souci, Mohamed Ahmed, SIU President Michael Sacco, David Garoutte, Roger Reinke, Vice President Contracts Augie Tellez, James Deano, Louis Sorito, (second row) SIU Representative George Tricker, James Keevan, Mark Holman and Secretary-Treasurer David Heindel.

aboard a vessel initially should be taken.)

Need to Upgrade

James Keevan, who had previously worked with the Teamsters for 20 years, expressed his gratitude to the SIU for giving him a good job, union backing and an education. The 49-year-old, who joined the union in 1990 in Norfolk, Va. and now sails from the port of Houston, realizes that in order to succeed in this industry, a mariner has to boost his education and hone his skills. And he noted that the Lundeberg School provides a means to do both.

He agreed that teamwork is an important aspect of shipboard life. "Other Seafarers [at the school and aboard ship] are your family when you're away from your own home. When one succeeds, it motivates others to do the same. Their success is our success."

One of the required courses in the bosun recertification program deals with social responsibilities and is designed to improve communications between crew members and officers aboard ship.

Louis Sorito found that course particularly useful. "It taught me how to deal with people and how to handle problems when they arise," stated the 44-year-old bosun, who sails from the port of Jacksonville, Fla.

An SIU member since 1987,

Sorito was grateful to the SIU for the opportunity to upgrade his skills. He said it was "a real honor" to be graduating from the bosun recertification course and thanked his wife, Ann, for her support and encouragement.

Directing his remarks to the unlicensed apprentices in the audience, Sorito unequivocally stated, "This school has everything and more." Upgrading is a very important part of the job, he noted, "because in the business we're in today, we have to be the best in our field and learn new things every day. The Lundeberg School helps Seafarers succeed in their jobs."

Mark Holman graduated from the entry-level trainee program 18 years ago. Since then, the 37-year-old has seen key changes in the industry and in the training offered at the Lundeberg School.

He learned about the unlicensed apprentice program and thought it was a great idea that young men and women would gain experience in all departments before deciding which area most suited them.

He also expressed his thanks to the academic staff at the school for their help and to the officials of the union for "keeping us up to date on changes in the industry. You have all done an excellent job of securing our future."

Holman, who also sails from the port of Jacksonville, told the unlicensed apprentices that "the window of opportunity is wide open, and if you apply yourselves, the sky's the limit."

He concluded with, "Keep our engines full ahead into the 21st century, and keep teamwork the number one priority."

Thankful to Union

Mohamed Ahmed, 41, who sails from the port of Wilmington, Calif. agreed that the bosun recertification course was indispensable in helping him achieve a leadership role aboard ship. "I learned things to help me in my job, and I am very thankful to the SIU for what it is today."

Through a combination of hands-on exercises and classroom work, the bosuns completed advanced classes in wiresplicing and navigation. They utilized the Paul Hall Center's simulator, did in-depth work in areas critical to the nation's military sealift operations—such as helicopter maneu-

vers, damage control procedures, forklift handling and Hagglund crane operation—and refreshed their firefighting and emergency first aid skills.

In each class, the bosuns had to complete the course work and pass either a written exam or a demonstration drill or both.

The bosuns also were updated by SIU officials on the union's latest efforts to ensure job security for all Seafarers and met with representatives from each department of the union at the SIU headquarters in Camp Springs, Md.

From these meetings, the bosuns took with them, among other things, a greater understanding of effective contract enforcement and the union's health, vacation and pension programs, which they can clarify for their fellow shipmates at sea.

This was the fourth time back at the school for David Garoutte, 46, who graduated from the entry-level trainee program in 1972 and now sails from the port of Tacoma.

"I am very happy to be here today," he told the audience, "and I am proud to be part of the SIU."

Garoutte noted that learning about some of the recent legislative procedures helped him more fully appreciate what kind of presence the union has on Capitol Hill. He now will be able to keep his shipmates informed about changes and upcoming programs they need to be aware of. He also stated the firefighting, safety and splicing courses are a great way to brush up and hone those necessary skills that do not often get a lot of use.

Speaking directly to the unlicensed apprentices, Garoutte stated that being a Seafarer can be an exciting and rewarding career. One thing everyone should not be afraid of is to ask questions, he added. "That's the only way to learn."

Sailing from the port of San Francisco, James Souci noted that since arriving at the school, he has met many fine mariners who have shown him their friendship. "Nothing has prepared me better," the 55-year-old Seafarer remarked.

Renewed Appreciation

Following his six weeks of study, Souci said he gained new appreciation for the labor movement and the SIU's role in it—"from the Seamen's Act of 1915 to today's legislation."

The recertified bosun has felt the energy and enthusiasm of the SIU officials in keeping the union on the right track, and he said they have been an inspiration to him.

Souci welcomed the unlicensed apprentices into the SIU family and reassured them, "The SIU will help you get where you want to go. You have an occupation to be proud of." He also stressed the need to "upgrade, upgrade, upgrade."

James Deano walked away from the bosun recertification program with new appreciation for the educational opportunities available at the Lundeberg School. He thanked the instructors for their "undying patience and knowledge" and the union officials for their "foresight and determination" in keeping the maritime industry alive and growing "as we sail with heads high

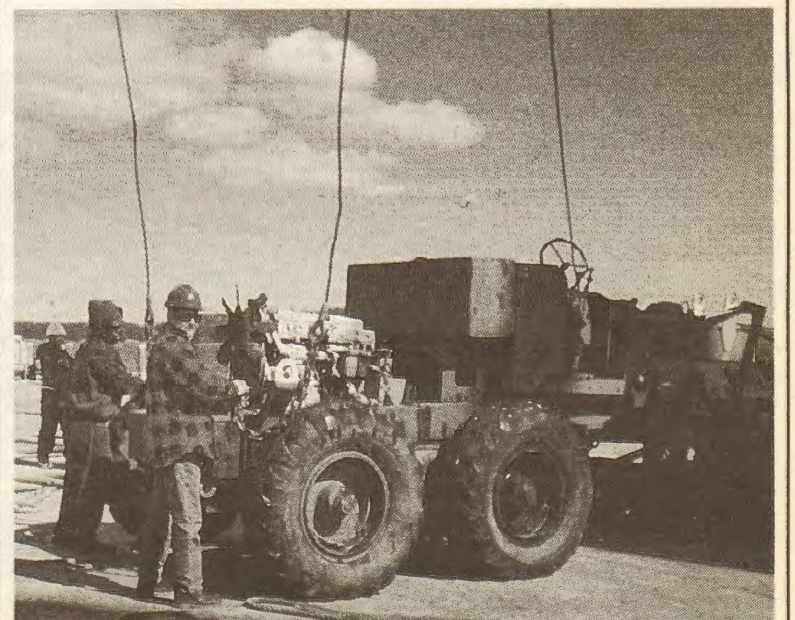
Continued on page 10



David Garoutte practices operating a forklift. This photo and the one below were taken by Recertified Bosun James Souci.



Advanced wiresplicing was one of the courses required to complete the bosun recertification program.



Louis Sorito prepares cargo to be lifted by the Hagglund crane.

Detentions Spotlight 'Scary Regularity' Of Safety Problems on Runaway-Flags

Broken or missing equipment. Crews that can't do a fire drill. Insufficient food and water. Crews that are not paid.

As illustrated by the U.S. Coast Guard's compilation of ship-detention reports for February, these conditions are commonplace aboard runaway-flag vessels and on some foreign-flag ships that are not runaways.

From inoperative firefighting gear to lifeboats that won't launch, and from dangerously unclean living conditions to leaky fuel tanks, safety problems are the norm aboard many such vessels.

"What's truly frightening is how widespread these conditions are," noted Edd Morris, one of the SIU's inspectors for the International Transport Workers' Federation (ITF), which for 50 years has fought against the scam of runaway-flag shipping. "You can see it every day in ports all over the United States where these vessels dock. The problems exist with scary regularity."

The Coast Guard reports spell out deficiencies found aboard the 28 ships they detained in U.S. ports this past February. Among the summaries:

- Crew members on the Greek-owned, Cyprus-flag *Alba Sierra* were subjected to shortages of food and water, and were not being paid. The emergency fire pump was inoperable, as was the lifeboat's motor. The agency also reported "vital piping systems in the engine room [are] severely deteriorated."

- The Greek-owned, Liberian-flag *Ellie* was a floating fire hazard, with exposed electrical wiring in the lower level of the engine room; improperly stored combustible and flammable material; and "excessive" leaks in the cooling pumps for the main engine and Nos. 1 and 2 ship service generator prime movers. Coast Guard inspectors also reported "excessive hydraulic oil leaks" from the anchor windlass and the steering mechanism.

- The onset of stricter documentation requirements for mariners and vessels apparently did not phase the *Destinee*, where Coast Guard personnel discovered no minimum safe manning certificate. The Belize-flag vessel also was missing the safety equipment it ostensibly possessed, according to an inaccurate certificate.

Additionally, firefighting outfits were missing required equipment, and the rescue boat had inadequate gear and an inoperable launching device.

- Straight from the report on the Egyptian-flag *Domiat*, detained in New York: "The main engine was leaking large amounts of fuel oil. This resulted in excessive amounts of oil in the bilge, piping and deck plates. The vessel tank leaked approximately four gallons per minute of fuel oil into engine room bilge."

- Crews on at least a dozen ships failed to execute routine drills to fight fires and abandon ship. They included the Liberian-flag, Japanese-owned *Atlas Highway*; the Cyprus-flag, Greek-owned *Captain George L.*; and the Panamanian-flag, Taiwanese-owned *Ever Linking*.

- Aboard the Panamanian-flag, Turkish-owned *Goodpal*, ship's officers were "unfamiliar with the operation of auxiliary steering." The engine room was

polluted with "excessive oil throughout," and crew members failed to correctly perform safety drills.

- The *Germaine*, flying the flag of Belize, had an inoperable main steering gear and was not manned in accordance with its safe-manning document. The ship also had inoperable firefighting equipment.

- There were no emergency steering instructions posted aboard the Panamanian-flag *Sea Express I*. Crew members did not complete emergency steering drills. The ship's portable fire extinguishers had not been serviced; release mechanisms for the engine room CO₂ system were not connected; and the discharge valve for the cargo area CO₂ system was found in the open/discharge position.

Runaway-flag shipping is a scheme that involves multiple parties from different nations in the operation of vessels. Greedy

shipowners participate in the scam to escape the safety regulations, procedures, inspections, tax laws and higher wages of traditional maritime nations.

Leading the fight against runaway-flag shipping, also known as flag-of-convenience shipping, is the ITF. Recently, David Cockroft, ITF general secretary, said the London-based alliance of more than 470 transport-related unions around the world, including the SIU, will call attention to the industry by soon launching a British-flag merchant ship that will sail to numerous ports around the world.

The vessel will take a one-year journey coinciding with the 50-year anniversary of the ITF's campaign against runaway-flag shipping. "It will be a floating exhibition of the life of seafarers. It's intended to raise the profile of the campaign, but also raise the profile of the entire industry," Cockroft stated at a March meeting of the Washington, D.C. chapter of the Propeller Club.

SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.

Video Examines FOC Campaign

The International Transport Workers' Federation (ITF) plans to release a video documentary this summer examining the first 50 years of the organization's campaign against runaway-flag shipping, also known as flag-of-convenience or FOC shipping.

The ITF literally sent a film crew around the world to compile profiles and interviews for the video, which is expected to be anywhere from 30 minutes to an hour long. One of the stops in March was SIU headquarters in Camp Springs, Md., where SIU President Michael Sacco shared some of his views on the campaign.

"In the late 1800s and early 1900s, American seafarers went through the same abuses faced by today's FOC crews," Sacco told journalist Terence Hughes, who conducted the interview. "That's why my organization, the Seafarers International Union, was formed. We were founded because seamen deserve dignity and fair treatment on the job. Our members have that because of

their hiring hall system and all the other rules spelled out in the union constitution. Now, we must repeat history by securing fair conditions for all mariners around the world."

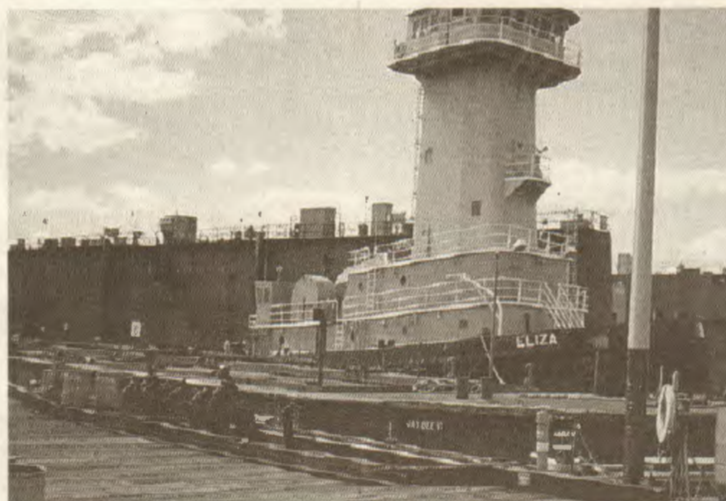
The video is part of the ITF's newly increased effort to publicize the runaway-flag campaign among the general public. David Cockroft, ITF general secretary, recently asserted that such exposure is vital in fighting the fraud of runaway-flag shipping.

Sacco echoed those sentiments while being interviewed. "One reason that more people don't know about it is that the problems usually occur far away from the public eye," he pointed out. "Earlier this year, a runaway-flag ship literally broke in half in the middle of the ocean. If a similar accident had occurred with an airplane or a bus, it would have been all over the news. Yet this ship barely got any mention. The only way that's going to change is if the ITF and all of its affiliates work to publicize the issue."



SIU President Michael Sacco discusses the ITF's campaign against runaway-flag shipping during a filming last month at union headquarters in Camp Springs, Md.

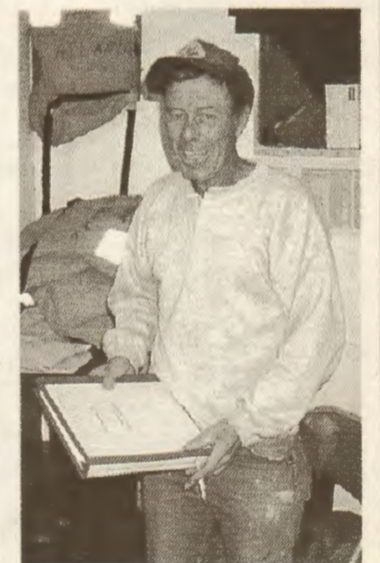
Penn Crews Maximize Preparation



Seafarers sailing aboard Penn Maritime tugs and barges continued their thorough preparation for contract negotiations right up until the talks began in mid-April. Prior to that, on April 2, SIU members met with Jack Sheehan, the union's safety director for the port of New York, aboard the tug *Eliza* in Staten Island. They extensively discussed different parts of the existing contract and possible improvements.

Pictured in top photo (from left) are First Mate John Harvard, Second Mate Michael Modzelewski and AB Lee Henry aboard the *Eliza*. In the next photo are AB Edward Whitfield (left) and AB Tankerman William Matthews, who also is pictured below. The tug was pushing the barge *Atlantic* when it tied up in New York harbor.

Penn Maritime operates seven tugs and nine barges, with two more barges scheduled to enter service in the near future.



Upgrader Touts Apprentice Program Paul Hall Center Offers 'Tremendous Opportunity'

Last year, the SIU's Paul Hall Center for Maritime Training and Education painstakingly restructured its entry-level program, laying out a challenging but potentially rewarding initial career path for aspiring merchant mariners.

Joseph Riccio says he knows firsthand that the new system is working.

Riccio last month became the first graduate of the revamped unlicensed apprentice program to return to the center's Lundeberg School for an upgrading course. He graduated in Class 560 last November, then sailed for four months as an OS aboard the *Independence*.

After signing off the American Hawaii Cruises vessel, he immediately went to Piney Point to upgrade to AB. Riccio also signed up for LNG familiarization and advanced firefighting.

"The less time you have to wait to upgrade, the better," notes the 21-year-old Seafarer. "We're lucky to have this great educational establishment and this tremendous opportunity."

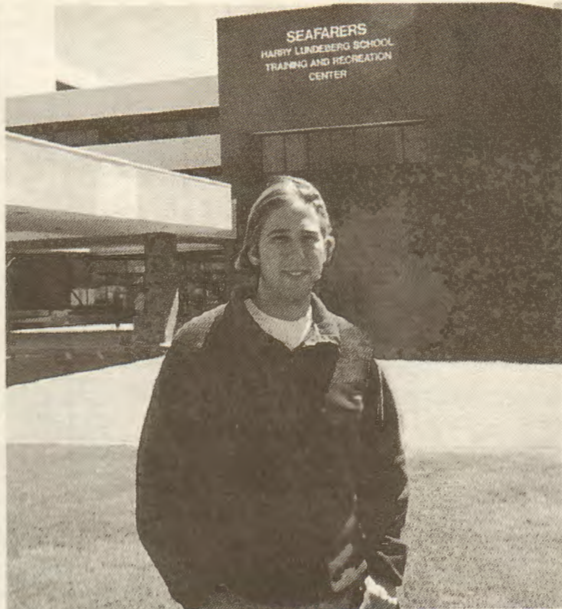
"It's not easy, but I'm going to be rewarded. I'll make good money, see the world and have a lifestyle most people just dream about."

The unlicensed apprentice program consists of three segments: an initial 12 weeks at the Paul Hall Center including classroom work and hands-on training; a 90-day shipboard assignment during which students divide their time working in all three departments; and department-specific training back at the school.

"The unlicensed apprentice program really helped me get my life in focus," explains Riccio. "It gave me goals, initiative and a whole new way of thinking."

"It's hard, but [students] have to know there's a light at the end."

The shipboard training is particularly valuable, says Riccio, because it helps students make an informed decision about the department in which they will sail.



Joseph Riccio says the unlicensed apprentice program is challenging but worth the effort.

He also notes that the Seafarers he sailed with during phase two were consistently helpful and supportive, "showing the ropes" to the unlicensed apprentices on the *HMI Petrachem*. Recertified Bosun **Sonny Pinkham** in particular "was a big help. He really took me in and showed me that it's all done by hard work."

In addition to the unlicensed apprentice course, the Paul Hall Center offers dozens of upgrading classes to SIU members. The school also features academic courses as well as a program in which Seafarers can earn an associate's degree.

A schedule of upcoming courses appears on page 23 of this issue of the *Seafarers LOG*. Additionally, detailed course descriptions and the schedule for the remainder of 1998 are featured on the union's internet web site, located at <http://www.seafarers.org>.

Bosun Lewis Commends Apprentice Stucker



Bosun James H. Lewis recently presented a certificate of recognition to Unlicensed Apprentice Tawna Stucker (second from left in photo above, also pictured at right) for her work aboard the *Westward Venture*. "It has been a pleasure helping in her training. Tawna's attitude and performance have been excellent!" Bosun Lewis noted in a letter to the *Seafarers LOG*. He enclosed these photos of crew members preparing the ship for its annual U.S. Coast Guard inspection.

The unlicensed apprentice curriculum is an entry-level program offered by the SIU's Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. It includes shipboard training in all three departments.



Catch of the Day: Safe Seafood

Proper Selection, Storage, Cooking Are Vital for Fish



Editor's note: The following article was written by Chef Allan Sherwin, director of culinary education at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. It is part of a series of columns intended to promote safety, efficiency and all-around good habits aboard ship.

Fish and other seafood are popular menu items that offer many nutritional benefits. Fish is low in saturated fat and contains Omega 3 fatty acids which reduce harmful cholesterol and raise good cholesterol levels.

There are few United States government inspections of fish, although new laws are scheduled to be implemented later this year to regulate the quality of fish sold in America. Despite the current dearth of regulations, there are several things to look for when shopping for or cooking with fresh fish. They include the following:

- The best indicator of freshness is bright red gills. As the fish ages, the gills turn from bright red to dark purple. Of course, you must purchase the fish with the head on to make this determination.
- Clear eyes. If they eyes are sunken or dull, it probably is old.
- The scales should be on tight, rather than loose.
- The flesh should be firm to the touch. It should be resilient and not soft and mushy.
- The fins should be flexible and moist and not dried out.
- The fish should have no unpleasant or "off" odor.

- The skin should be glossy and moist, not dried out.

- The cavity should be clean and show no signs of "belly burn," which looks like freezer burn. This is caused by the fish not being cleaned quickly after being caught, leading to the enzymes in the entrails deteriorating the flesh.

Regarding storage, keep fresh fish on shaved ice with the belly down. Change the ice daily. Never leave the fish in liquid greater than 33 degrees Fahrenheit; frozen fish should be kept at 0 degrees or below.

Additionally, when defrosting fish, defrost in the chill box or reefer. Never defrost at room temperature.

When it's time to cook, remember that fish is very delicate and cooks fairly quickly. Oily fish such as salmon and mackerel generally do not fry well. Baking, grilling and broiling are the best methods for them.

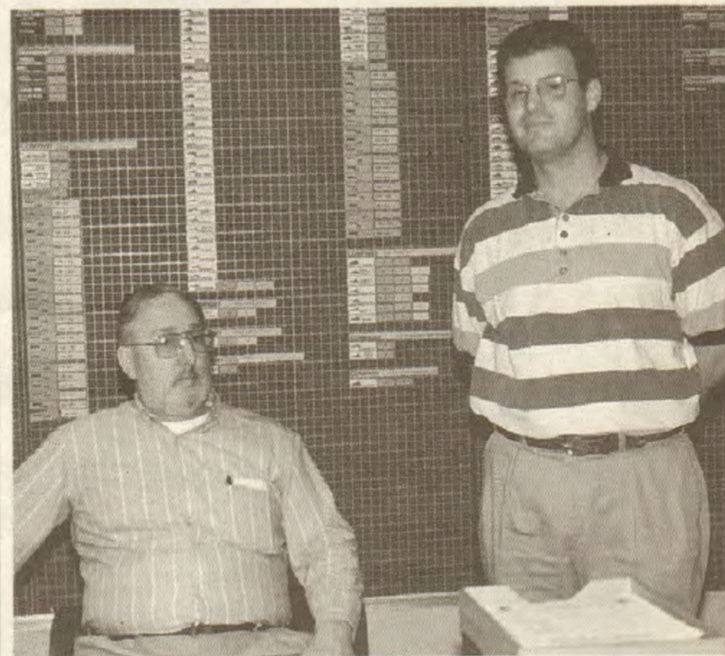
When the flesh is opaque and flakes easily, it is done. Do not overcook.

Lean fish such as perch and whiting are suitable for pan frying. A light coating of half cornmeal and half cracker meal works well after dredging in seasoned flour and egg diluted with milk or water.

Finally, do not consume raw oysters or clams unless you are assured that they are harvested from government inspected beds. Many bootlegged oysters and clams come from contaminated water. If they are consumed raw, illnesses such as hepatitis may be the result. (There are many bacterial toxins and heavy metals such as mercury present today in uninspected waters.)

Consumption of raw seafood and fish is not recommended unless you are confident that the restaurant or supplier is reputable.

Official Observes School's Record-Keeping



Part of the 1995 amendments to the STCW convention calls for companies to occasionally monitor the record-keeping systems documenting various safety training undergone by mariners (right), Manager of STCW/ISM Processes at Transoceanic Cable Ship Co., last month inspected the cataloguing procedures of the SIU's Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. Specifically, Priscilla Dementers Rep. Carl Peth (left) and Admissions Director Priscilla Dementers Koppenhaver and the training records of some of the SIU members currently working aboard the company's cable ships, and explained how individual records are updated. "I was very impressed," stated Koppenhaver. "There is a very good process in place." Transoceanic is a subsidiary of Tyco Submarine Systems, Ltd.

Strong Start for Seafarers on Great Lakes

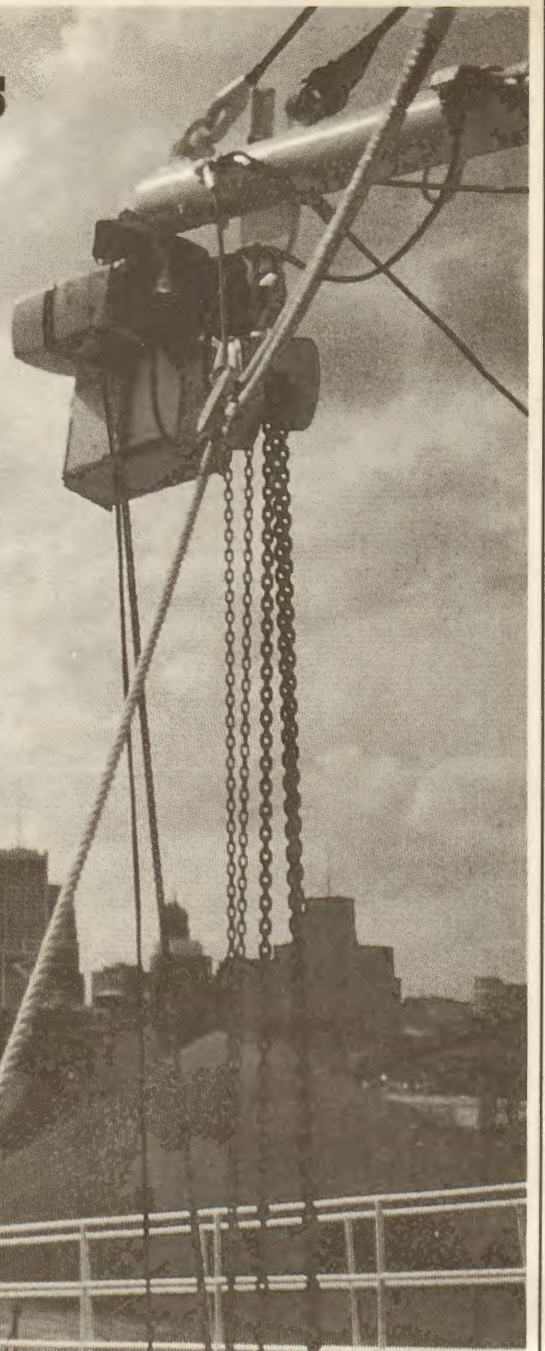
Ice-Free Sailing Helps Continuation of Cargo Boom

For Seafarers on the Great Lakes, the initial weeks of the 1998 sailing season have been an extension of last year's record-setting success.

Fitout began in mid-March, with SIU members reporting to numerous vessels. According to the Lakes Carriers' Association, nearly 4 million net tons of dry- and liquid-bulk cargoes were moved before the month ended. Boosted by substantially

increased quantities of iron ore and stone cargoes compared to the same time last year, the total is believed to be among the largest ever for March on the Lakes.

SIU Port Agent Tim Kelley, who provided the photos accompanying this article, reports that Lakes Seafarers "are very optimistic about another strong year. They also were happy about the fact there was no ice this early in the season."



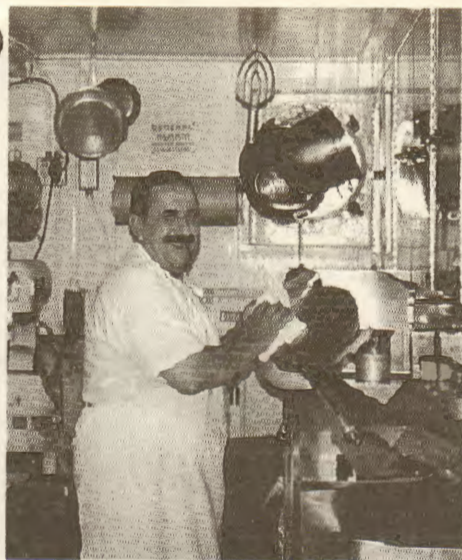
The SIU-crewed cement carrier *J.A.W. Iglehart* opens its 1998 sailing season with an arrival in Detroit.



Keeping overhead area clean is Wiper Ahmad Hizam aboard the *American Republic*.



Deckhand Abdul Said helps prepare the *American Republic* during fitout.



Cleaning the meat slicer on the *Iglehart* is Second Cook Ali Musleh.

RIGHT: Chief Steward Mark McDermot makes sure the galley is properly equipped.



LEFT TO RIGHT: Getting the job done aboard the *American Republic* are Deckhand Mohsen Massad, Second Cook Harry Peterson and Deckhand Ali Ali.



Conveyormen Ricky Couillard (foreground) and Tom Palaski inspect safety gear.



A 20-year member of the SIU, Watchstander Paul Gosda gives the cameraman a friendly scare.

AMERICAN REPUBLIC

J.A.W. IGLEHART



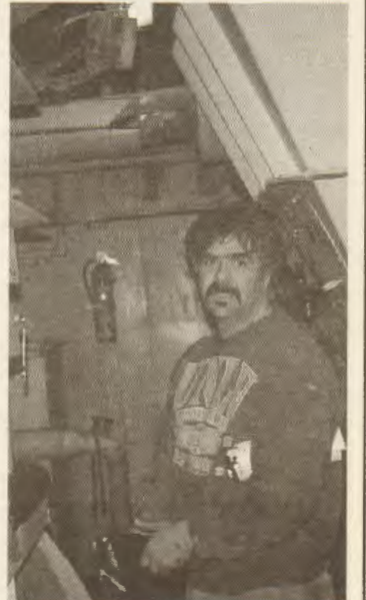
AB James Werda coils rope on the *Alpena*.



Cleaning hatch covers is Deckhand Robert Said.



ABOVE: Stowing a ladder is Watchstander Roland Lindemuth.



RIGHT: Conveyorman Ed Derry welcomes the start of a new sailing season.

ALPENA

AFL-CIO Council Renews Organizing Call; Receives White House Pledge of Support

The executive council of the AFL-CIO reaffirmed its call for member trade unions to continue organizing those workers who do not have a collective bargaining agreement.

The council—composed of President John Sweeney, Secretary-Treasurer Rich Trumka, Executive Vice President Linda Chavez-Thompson and 51 vice presidents, including SIU President Michael Sacco—met in Las Vegas on March 19 and 20. The group serves as the national trade federation's governing body between biennial conventions.

The two-day meeting was held in Las Vegas to emphasize the organizing efforts being waged in that city. A total of 15 unions have more than 100 organizers working together as the Building Trades Organizing Project.

In separate addresses, both President Bill Clinton and Vice President Al Gore told council members they will oppose efforts being considered by anti-

worker forces to hamper the ability to organize workers. The two, in separate visits, met with rank-and-file members to see how they are involved in making their work sites safer and better.

Among the other actions approved by the body was a membership mobilization resolution committing affiliates to educate and mobilize union members around proposed legislation and ballot initiatives designed to silence the voices of working people in the political process. A total of 29 states have considered or are looking into such measures. The state of Nevada is contemplating placing the issue before its voters in the form of a ballot initiative.

The council also saluted the determination and persistence of Frontier hotel workers who remained strong and united during a six-year strike, which ended in January when a new owner bought the Las Vegas casino and signed a collective bargaining agreement.

Appeals Board Issues Actions Dealing with Seniority and Returning Jobs to Hiring Hall

The Seafarers Appeals Board (SAB) has issued two separate actions: one deals with seniority while the other concerns returning a job to the hiring hall in a timely fashion.

The first action, numbered 393, amends the section on "A" seniority by adding a new subsection concerning rated "B" seniority members who sail aboard large medium-speed roll-on/roll-off (LMSR) vessels that will permit them to acquire their "A" books if they work on any of these ships for 24 months within a consecutive 48-month period. Among the vessels included as LMSR are those which recently were reflagged and converted such as the *USNS Soderman*, *USNS Yano*, *USNS Gordon*, *USNS Shughart* and *USNS Gilliland*; the Watson-class ships including the *USNS Watson* and *USNS Sisler*; and the Bob Hope-class vessels such as the *USNS Bob Hope* and *USNS Fisher*.

In the other action implemented by the board, action number 397 amends the section dealing with the return of a registration card to a member who either quits or is fired from a job on the same day in which the member reported to the ship.

The new action calls for the member to return the job to the hall on that day in a timely fashion in order to keep the vessel from sailing short, so he or she can reclaim the registration card.

The SAB is composed of representatives from the union and its contracted operators. The

complete text of each action is printed below.

Action #393

Whereas, the Union has made successful submissions in response to government RFP's for the operation of vessels with military charters awarded by MSC and,

Whereas, the Union recognizing the critical nature of the operation of these vessels plays in the national security of our country and,

Whereas, the Union and the Companies acknowledge the importance proper manning plays in the successful operation of these vessels, agree to the following.

Now Therefore, the Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby amends the Shipping Rules to provide for the following seniority class under I. Seniority, B. (1), (e):

"Any class 'B' seniority seaman with a rating above entry level and a U.S. Coast Guard lifeboatman endorsement, who has sailed twenty-four (24) months within a consecutive forty-eight (48) month period on the LMSR ships."

Action #397

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement

between the Union and the various Contracted Employers, hereby takes the following action.

The following provision of the Shipping Rules, Section 2, Shipping Procedure, subsection D, shall be amended to read as follows.

"A seaman who quits or is fired from a job during the same day on which he reports for such job shall retain his original shipping registration card provided he has received no compensation for such day's employment and promptly notifies the hiring hall dispatcher in sufficient time to fill the job and prevent the ship from sailing short handed."

Seafarers Join Avondale Workers in Rally

Continued from page 3

case in NLRB history.

"I really hope the workers get their contract," stated OMU James Brown, a 24-year member of the SIU, following the rally. "They've been trying to go union for a long time."

"These people really want a

union at Avondale, for equal rights and fairness on the job," agreed Bosun James Keith, a 29-year Seafarer who also participated in the peaceful demonstration. "They voted for it and they should have it. What the shipyard has done is unfair."

Approximately 300 people attended the rally at the First King

Solomon Baptist Church in Bridge City. Joining Brown and Keith were fellow Seafarers AB Mike Keith, AB Juan Salgado, DEU Arturo Rodriguez, OMU Jean Couvillion, OMU William Kelly, Chief Cook Norman Jackson and Chief Cook Pat Herron. Also in attendance were SIU Executive Vice President John Fay, SIU Secretary-Treasurer David Heindel and retired SIU officials Joe Perez and Jim Martin.

Besides Avondale's exploitation of legal loopholes to delay negotiations, another focal point in this case is the shipyard's \$10 billion in government contracts. The AFL-CIO Metal Trades Department has urged Congress and the U.S. Navy to explore Avondale's alleged use of funds from Navy shipbuilding contracts to resist pro-union activities at the facility.

Maritime Briefs

SIU Port Agent Francois Appointed to N.E. Council



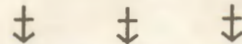
Henri Francois

Henri Francois, SIU port agent in New Bedford, Mass., recently was appointed as an advisor to the New England Fishery Management Council's scallop committee.

"I'm happy to be appointed because it gives me an opportunity to amplify the SIU's voice with the council," stated Francois.

In a letter congratulating Francois, Paul Howard, executive director of the council, noted, "A well-qualified group of advisors with various experiences and areas of expertise will be a great asset to the council as they develop fishery management plans."

Francois for years has promoted fishermen's issues at the local, state and federal levels.



Philly Yard Agreement Riveted By Kvaerner, Gov't Entities

Europe's largest shipbuilder recently signed a long-term lease as part of the company's plan to build and operate a modern commercial shipbuilding facility at the Philadelphia Navy Yard.

Kvaerner, ASA of Norway had signed the initial agreement with the Commonwealth of Pennsylvania and the City of Philadelphia late last year. That pact stipulated that the parties had until April 1 of this year to resolve a number of outstanding issues, and it took until the deadline to conclude several of those matters.

Describing the arrangement as a "complex transaction," Pennsylvania Governor Tom Ridge said the lease means "all of our collective energies now can be focused on creating good jobs, building the new yard and building ships."

The transformation of the dormant yard into a state-of-the-art facility is expected to generate as many as 8,000 new jobs during the next five years. Kvaerner plans to start construction of the yard this September and to complete its first ship by the year 2001.

Frequent Upgrader Mickens Also Teaches



works as a substitute English teacher at Central High School in his hometown of Helena, Ark. Above, Mickens, a frequent upgrader at the Paul Hall Center for Maritime Training and Education, picks up his training record book and registers in St. Louis.

QMED Moses Mickens, pictured at the SIU's St. Louis hall, has discovered an interesting way to contribute to his community while spending time on the beach. The longtime Seafarer occasionally



The students get hands-on experience working the de-watering pump, one of the prerequisites to completing the damage control class. This course is vital in keeping abreast of current shipboard operations.

8 Seafarers Graduate As Recertified Bosuns

Continued from page 6

into the next millennium."

Deano, 37, who sails from the port of New Orleans, was particularly impressed with learning about the union's history. "Most members know very little of our beginnings," he stated.

He also believes that the discussions about the new international treaties will help him more fully explain their significance and need for compliance to his fellow crew members.

In his remarks to the unlicensed apprentices, Deano proudly added that "with perseverance and determination, you, too, may one day stand here."



The recertified bosuns take turns practicing their CPR skills. A refresher course in first aid and CPR is required for graduation in the recertified bosun program.

Port Arthur Welcomes Apartment Complex

Seafarer Oubre Helps Spur Renovation of Housing for Retired Mariners

It took longer than first planned, but Father Sinclair Oubre believes the newly opened low-income housing complex for retired citizens in Port Arthur, Texas was worth the wait.



On hand in Port Arthur, Texas to commemorate the start of renovations that eventually resulted in housing for retired mariners are (from left) QMED Eldridge "Smitty" Smith, Father Sinclair Oubre, SIU Assistant VP Jim McGee and Patrolman Mike Calhoun. Smith and Oubre played key roles in the project.

Residents moved into the renovated building in March, marking the culmination of a \$1 million project which began slightly more than four years earlier. Known as The Savannah House apartments, the facility features 20 subsidized housing units—10 of which are set aside for retired mariners, thanks to a \$200,000 grant from the International Transport Workers' Federation (ITF).

Oubre, an SIU member who is a priest at St. James Catholic Church in Port Arthur, helped found the Savannah Housing Corp. several years ago. He currently is president of that organization, which oversaw renovation of a 60-year-old local school that had not been used since 1988 into the apartments.

"Initially, I thought the whole project would take about six months," recalled Oubre. However, the housing corporation faced various delays in its planning and funding. And when full funding finally was in place, the job was postponed further due to a backlog of local construction projects.

Nevertheless, the end result has been well-received in the community, observed Oubre, who commended the ITF and John Fay (SIU executive vice president and chairman of the ITF's Seafarers Section) for being "very instrumental in bringing this about."

The apartments "are the cornerstone of

other developments taking place in that area designed to revitalize it as a working-class neighborhood. For instance, 13 homes are being built for qualifying low- and moderate-income families," added Oubre.

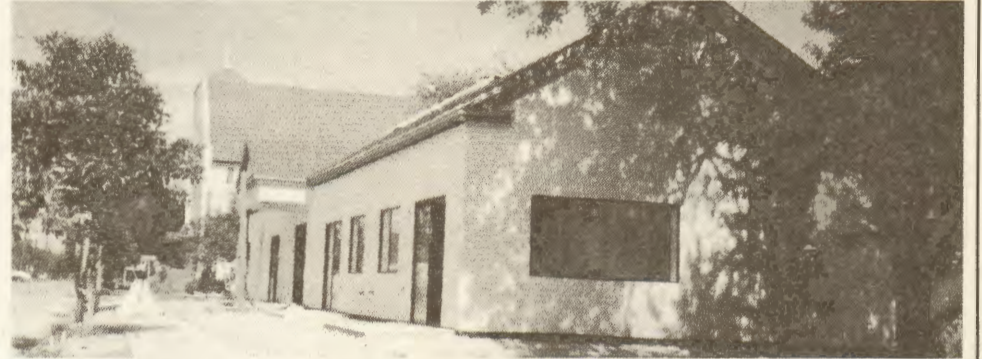
Occupants of The Savannah House apartments must meet certain income restrictions and be at least 65 years old, due to the complex's subsidy from the U.S. Department of Housing and Urban Development. Individuals seeking one of the apartments reserved for former mariners must show proof that they sailed throughout their adult lives. (Mariners with spouses may apply, but no other dependents may reside in the complex.)

Applications may be obtained by writ-

ing Ms. Pat Reed, Savannah Housing Corp., P.O. Box H, Port Arthur, TX 77641-1056, or calling (409) 982-5200 and leaving a message.

Although the 20 units (ranging in size from 374 square feet to 858 square feet) are occupied, Oubre emphasized that applications still are being accepted. "We are maintaining a waiting list, so it's important that interested mariners get their applications on file as soon as possible. In that way, they already will be part of the process when an opening arises."

The unfurnished apartments are located on a bus line and near senior centers, shopping, a community health center and churches.



Extensive refurbishment turned an out-of-use, 60-year-old school into modern apartments for retired mariners in Port Arthur.

'Premium Accolade' Goes to Obregon Steward Department

Holiday meals provided by steward department Seafarers aboard the *PFC Eugene Obregon* were greatly appreciated, as evidenced by a recent entry in the ship's minutes.

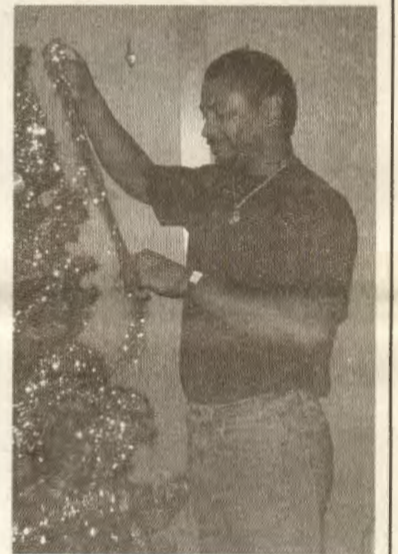
"A premium accolade to the steward department for those incredible feasts they presented at Thanksgiving, Christmas and on New Year's Day," reads the shipboard meeting report of January 26.

Besides providing excellent menus throughout those holidays, the steward department

also livened the galley with Halloween decorations, as shown in two of the photos recently sent to the *Seafarers LOG*.

In addition to commending the galley gang, *Obregon* crew members also discussed the need for all SIU members to apply for a training record book (TRB) as soon as possible. They also emphasized the importance of upgrading at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and pointed out that upgrading helps increase a Seafarer's earning power.

The *Obregon* is a T-AKX vessel operated by Waterman.



Getting into the Christmas spirit are (from left) SA Mary Jones, SA Troy Poret and AB Luis Valerio.



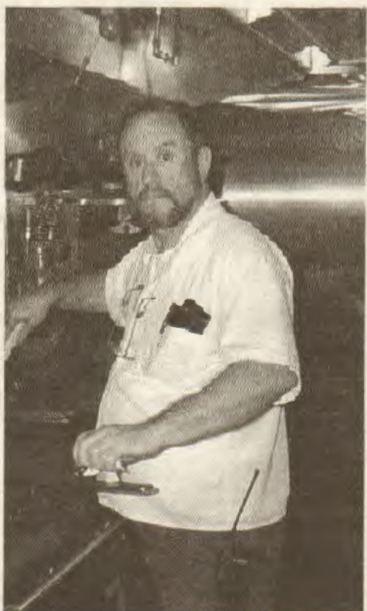
Working up a big but healthful appetite are AB Charles Frisella (foreground) and Bosun Henry Bouganim, chipping the deck in front of the *Obregon's* helicopter pad in preparation for painting.



Chief Cook Rudolph Xatruch (left) and SA Arnulfo Lacayo share a laugh in the *Obregon* galley.



Cheerfully arranging a table for Christmas dinner aboard ship is SA James Reid.



Recertified Steward Patrick Helton pitches in with food preparation.



Halloween decorations notwithstanding, there is nothing scary about the fruit, salad items and desserts set out by SA Mauricio Castro (left photo) and ACU Faith Downs (right photo).



1998 Paul Hall Memorial Lecture



Albert J. Herberger

The author of the 1998 Paul Hall Memorial Lecture was Albert J. Herberger, who retired as U.S. Maritime Administrator in 1997.

Herberger is a graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y. He joined the U.S. Navy in 1958 after sailing aboard U.S.-flag commercial vessels.

The Albany, N.Y. native served in many positions at sea and ashore during his 32-year military career. His 18 years of sea duty included being commander of a destroyer escort, guided missile destroyer, a destroyer squadron, a cruiser-destroyer group and a carrier battle group.

Prior to retiring from the Navy in 1990, Herberger was the deputy commander-in-chief for the U.S. Atlantic Fleet, then held the same position with the U.S. Transportation Command, which oversees logistics movements for all U.S. military forces.

After serving as vice president for marine affairs at the International Planning and Analysis Center, Herberger was nominated by President Clinton in 1993 to become the U.S. Maritime Administrator.

During his tenure as the head of the U.S. Maritime Administration, the 1993 National Shipbuilding Initiative and Maritime Security Act of 1996 were implemented. The Maritime Security Act, which covers a 10-year period, helps provide funding for nearly 50 U.S.-flag militarily useful commercial vessels. In exchange, the companies which receive the funding agree to make not only the ships but also the companies' infrastructure available to the military in times of war or national emergency. This part of the act is known as the Voluntary Intermodal Sealift Agreement (VISA).

Several months following his retirement as maritime administrator in 1997, he was named vice chairman of American Ship Management.

Because of a death in his family, Herberger was unable to be in Washington, D.C. to deliver his address in person.

The Paul Hall Memorial Lecture honors the memory of the late SIU president, who served as the union's principal officer from 1947 until his death in 1980. Hall believed in and fought for a strong U.S.-flag merchant fleet. He worked with Congress to pass many maritime bills, including the Merchant Marine Act of 1970.

Friends and associates in organized labor and the maritime industry created the endowment in his name at the University of Southern California in 1981. The endowment honors distinguished contributors to marine transportation by bringing to the public their thoughts in the form of an annual lecture. The first was delivered in 1987.

Maritime Policy: Albert J. Herberger, Retiree

It is a distinct pleasure to deliver the Paul Hall Memorial Lecture this year. I am very honored to join the distinguished group of lecturers who have preceded me starting with Herb Brand in 1987. I did not have the opportunity to meet and know Paul Hall, but I admire and respect his legacy.

Since I left the Maritime Administrator's office last June, I have had time to reflect on what happened during my four years, as we attempted to bring about long overdue maritime revitalization. I am not going to recite the trials and tribulations of that effort, as lessons learned for future use, because they would not read well. I will discuss briefly some of the thoughts I have regarding changing U.S. maritime policy, the impact of the new government programs and challenges for the future.

From colonial times to now, the threshold of the 21st century, ocean transportation has always been vital to the well being of the United States. The maritime industry has had profound impacts upon international trade, national defense and domestic economic expansion. U.S. maritime policy has reflected the changing needs and priorities of the nation throughout its history in a pattern of "feast or famine" approaches: strong action and support followed by a period of almost nonsupport.

Throughout our early history, our shipping fortunes flourished and waned, and policy changes came about generally because of wars—our own and those involving other world powers—and technology changes.

The War of 1812, the era of clipper ships, the Civil War, the Spanish-American War and the advent of iron and steel steamships all brought changes, some good and some bad. By 1914, as World War I broke out in Europe, the country was not prepared for the shipping crisis it was facing. It took two years to respond. After many debates, Congress enacted the Shipping Act of 1916.

In 1920, Congress for the first time formally stated as a matter of national policy that the United States needed a strong merchant marine for national defense purposes as well as for carriage of peacetime cargoes.

It was the Merchant Marine Act of 1936, however, that set the course for U.S. maritime programs for the next 60 odd years. Its enactment followed more than five years of hearings and debate. The history of World War II clearly shows how indispensable a strong merchant marine and shipbuilding industry was in bringing about victory.

For a while after the war, the U.S. shipping industry prospered and our large inventory of vessels, both active and in the reserve fleets, were sufficient to respond to the needs of Korean War, Vietnam and other Cold War requirements. The Merchant Marine Act of 1970 brought a brief period of activity but fell well short of its stated goals.

This was followed by a lengthy period of relative inactivity, confusion, disarray and endless procrastination regarding maritime issues, until October 8, 1996, when President Clinton signed into law The Maritime Security Act of 1996, which established the Maritime Security Program.

Major policy changes occur when we are in an extreme condition and not before, despite all the studies and evaluations by expert committees and commissions with dire warnings and recommendations for corrective action. Additionally, to succeed,

all major sectors of the industry must be reasonably unified behind a proposal. The administration and Congress respond to that united industry effort, when pressured. This critical mass brings about corrective action.

New Government Programs

The Maritime Security Program assures that the United States has a fleet of U.S.-flag commercial cargo vessels and skilled mariners needed to carry critical supplies during times of national emergencies or war. The new law stipulates that companies operating vessels in the Maritime Security Program must enter into an Emergency Preparedness Agreement with the Department of Defense (DoD) to make available their origin-to-destination systems, including terminal facilities and intermodal systems, tracking and management services. This is now called the Voluntary Intermodal Sealift Agreement (VISA) and was formally approved by Secretary of Defense William Cohen on January 30, 1997.

The VISA program also includes non-Maritime Security Program participants. Within the framework of VISA, a Joint Planning Advisory Group (JPAG) was established to identify potential problem areas for sealift and develop appropriate solutions. This joint industry and DoD executive-level group, co-chaired by the U.S. Transportation Command and the Maritime Administration, is charged to ensure a clear understanding of sealift requirements and capabilities so that all participants are better prepared to take action when needed. Tests and exercises are part of the program.

This is the closest working relationship between ocean transportation providers and the Department of Defense in more than 40 years. As a result, strong public-private partnerships are being forged in peacetime rather than during war or national emergency.

The new approach lends itself perfectly to what DoD will need in times of crisis, when there is an urgent requirement to send a large military force somewhere halfway around the world, and keep them supplied with beans, bullets and spare parts. We no longer have to stockpile as much as we did before. This looms large in the future, because constrained defense budgets are likely to limit stockpiling large inventories of these supplies. We can depend on "Just-in-Time" logistics support provided in a fluid worldwide origin-to-destination capability in the commercial systems.

Because sealift and airlift are the pivotal elements in the shift of U.S. military posture and strategy, the new MSP and VISA programs are prudent steps that provide insurance against not having the sealift capacity and capability, nor the civilian mariners when needed. Although such insurance is certainly not free, it is a relatively inexpensive way to manage risk in an uncertain environment.

The importance and value of the commercial merchant marine has received strong words of support by senior DoD officials, in both public and official statements in recent times. This visible recognition from the national security arena had been absent for much too long in the debate regarding the national need for a U.S. merchant marine.

Billions of dollars have been expended for the buildup of the government-owned fleet, and millions of dollars more are spent each year to maintain this

Feast or Famine?

Maritime Administrator

fleet in a state of readiness. This is the most expensive form of strategic sealift. By default the DoD is assuming increased responsibility and costs of very expensive sealift programs while the commercial industry receives minimal support.

Such assessment and judgment of relative cost and benefit values in government programs is a serious matter. When a range of options is considered, implementation is often fragmented and uncoordinated because of overlapping jurisdictions and no clear process for balancing alternatives. An example: at the same time the Office of Management and Budget (OMB) approved a DoD program for 19 large roll-on/roll-off sealift ships (LSMRs) at a cost of \$275 million to \$300 million per ship, it decided on a tonnage fee increase as a funding source for the Department of Transportation's maritime revitalization program. As you would expect, this proposal received heavy opposition, particularly in Congress. The new program start was delayed until a different funding source was used, with a 1½-year delay.

If Paul Hall were here today, what would he think about the condition of the U.S. maritime industry? I will presume he would have the following general assessment and guidance:

You have stopped the loss of the entire international fleet, temporarily . . . You have, at long last, caught up with reality regarding the transportation evolution and today's conditions and are going to take advantage of the new capability the industry can offer . . . You have retained a modest number of modern competitive vessels as a core fleet . . . You have saved a modest number of jobs for skilled mariners. This is particularly critical, at this time, because of the growing demand for sailors for the government-owned strategic sealift fleet . . . You have reestablished a positive and productive partnership with the DoD.

However, you have not removed the tax regime and all the unnecessary regulatory requirements that are placed on U.S. shipping companies in competition with foreign companies that have no similar costly burden.

You must continue to oppose efforts to amend reservation laws that support U.S.-flag shipping carriage in both international and domestic trade.

While you have attention being given to maritime issues, keep the industry united; work with the administration and Congress to take further action to strengthen our status as a maritime nation.

Well, I will stop invoking the spirit Paul Hall into today's scene.

The Future

My personal assessment is that the U.S. maritime industry will continue to play a significant role in the nation's economic growth. Both the international and domestic fleets, along with revitalized ports and waterways, will be vital components of our transportation system and indispensable elements of our national security capability.

The industry's challenges and opportunities are many and must be pursued. Unfortunately, there will be no specific "enduring" maritime policy to be followed. There will be the federal government's commitment to maintain a commercial maritime industry to meet the needs of our nation. Recent proof of this is the action from the administration and, in particular, from the bipartisan support by Congress for the Maritime Security Act of 1996, continual backing for

the "Jones Act" industry and initiatives for shipbuilding.

In fact, there has been an enduring intent of the Congress to foster and maintain a U.S. maritime industry. At times, policy development turns into a series of unrelated decisions [because of divided jurisdictions], crisis oriented, ad hoc and after-the-fact in nature. It is not perfection by any means.

Changing trade patterns, technology development and marketplace demands, both at home and abroad, will create opportunities for the waterborne transportation industry. U.S. trade is projected to double or triple by the year 2020 with the increasing globalization of the world economies.

New domestic markets will emerge for maritime services, particularly in the carriage of leisure and commuter passengers and the movement of freight along our coasts. Coastal shipping, as well as inland waters shipping, with larger and faster vessels are viable, cost-effective, environmentally friendly alternative means to handle the massive increases predicted in both passenger and freight transport requirements for the future.

I envisage increased use of coastal shipping to relieve the congested roadways and railways we have today, such as the Interstate I-95 corridor. Historically, trains and trucks displaced much of the waterborne transportation along our coasts and waterways, but it is time to bring that service back. I see waterborne transport of trucks, freight, automobiles and passengers in a complementary partnership with trucking and railroads.

The U.S. waterborne transportation system is in urgent need of attention again after a long period of neglect. Many of our ports and waterways are becoming congested and undersized with infrastructure deteriorating and channels and berths unable to take fully loaded, larger modern vessels due to insufficient dredging.

Recently the Department of Transportation announced an effort to bring visibility and focus on this area. The stated goal of the initiative, to be co-managed by the U.S. Coast Guard and the Maritime Administration, is to ensure that U.S. Marine Transportation: Waterways, Ports and Their Intermodal Connections meet our nation's future needs. Action to correct the deficiencies will be brought about only if all the stakeholders support and participate in the initiatives. A critical mass will be needed.

I have not discussed shipbuilding today only because of time constraints. It is a vital part of the U.S. maritime industry that needs continued attention. I am hopeful that some ongoing initiatives, such as the U.S. Flag Cruise Ship Pilot Project, the DoD's effort to build the next generation of fleet logistics vessels under a Charter-and-Build program and many MARITECH projects are successful. We cannot, as a nation, continue to relinquish industrial design and manufacturing industries to foreign competitors.

In closing, I have a final plea for all those in the industry. Let us say the "glass is half full and not half empty" regarding the U.S. maritime industry condition. Actively promote the value of this industry to the general public. This great nation must continue to be a maritime power for our own interests. Can anyone imagine the world's only superpower and greatest trading nation without its own maritime industry?

Thank you for this honor and your attention.

'My personal assessment is that the U.S. maritime industry will continue to play a significant role in the nation's economic growth. Both the international and domestic fleets, along with revitalized ports and waterways, will be vital components of our transportation system and indispensable elements of our national security capability.'

'Can anyone imagine the world's only superpower and greatest trading nation without its own maritime industry?'

—Albert J. Herberger



Emanuel L. Rouvelas

Standing in for retired Maritime Administrator Albert J. Herberger was Emanuel L. Rouvelas.

Rouvelas, a partner in the Washington, D.C. law firm of Preston Gates Ellis & Rouvelas Meeds LLP, is a long-time advocate of the U.S.-flag merchant fleet. After graduating from the University of Washington and Harvard Law School, he served as a counsel to the U.S. Senate Commerce Committee and chief counsel to its Merchant Marine and Foreign Commerce subcommittees from 1969 to 1973.

In 1973, he opened his law firm which has grown to more than 80 partners and employees. It represents major companies and associations in shipping, surface transportation, computer software, telecommunications, high-technology, aviation, insurance, natural resources and other industries.

Rouvelas is a recognized authority in ocean shipping law. He is a director of OMI Corp., an SIU-contracted company. He also worked with the late SIU President Paul Hall on a variety of maritime issues.



From left, U.S. Navy Vice Admiral Jim Perkins, head of the U.S. Military Command, and Judy Broida from the University of Southern California's Washington Center congratulate Manny Rouvelas after he delivered the 1998 Paul Hall Memorial Lecture written by retired Maritime Administrator Albert Herberger.

Planning a Summer Vacation?

For up to two weeks this summer, Seafarers and their families can enjoy a memorable summer vacation at the Paul Hall Center in Piney Point, Md.

As many SIU members have already discovered, Piney Point offers just about everything you could find somewhere else—and at a better value.

The center is located in historic St. Mary's County in Southern Maryland.

If it's life in the big city you want, Washington, D.C. and Baltimore, Md. are only a short drive away. If it's sandy beaches you crave, or fishing and boating, there are plenty of opportunities as well, using Piney Point as your base. There is truly something for just about everyone in the family within easy traveling time.

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

Add to that the affordable accommodations and satisfying meals and you get an ideal escape from vacation-time worries.

Many Seafaring families, however, want to explore the surroundings.

During the summer months, the counties of the area—St. Mary's, Charles and Calvert—boast many summer festivals, celebrations and fairs, not to be missed by vacationing Seafarers and their families.

A trip to the nation's capital is always a treat. And there's so much to see. The Smithsonian Institution holds hundreds of exhibits (all free) and provides hours of fun for the entire family. The Museum of American History is known as the "nation's attic" because everything is there—from Fonzie's leather jacket in "Happy Days" to Dorothy's ruby slippers in the "Wizard of Oz."

Or catch the Baltimore Orioles at Camden Yards—also just a short drive from Piney Point.

This benefit is available only to Seafarers and their families. It's not too late to make your reservations now. Just fill out the coupon below and return it to the address listed. *Happy vacation!*

UNION MEMBER VACATION RATES

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

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

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



Seattle
Los Angeles

Honolulu
Washington, D.C.
Philadelphia
Piney Point
Chicago

New York City

San Francisco

MIAMI BEACH

SEAFARERS TRAINING & RECREATION CENTER

Vacation Reservation Information

Name: _____
 Social Security number: _____ Book number: _____
 Address: _____
 Telephone number: _____
 Number in party / ages of children, if applicable: _____
 Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
 (Stay is limited to a maximum of two weeks)
 Date of departure: _____

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

5/98

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1998

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
New York	31	18	16	18	10	3	12	55	30	19
Philadelphia	3	4	3	6	2	1	3	4	8	3
Baltimore	1	8	3	3	8	2	6	3	8	2
Norfolk	14	12	4	7	11	3	3	28	15	8
Mobile	15	8	2	6	4	1	1	19	12	3
New Orleans	17	16	5	21	11	2	9	27	28	9
Jacksonville	36	14	10	34	11	2	11	74	28	18
San Francisco	25	9	6	12	6	1	6	48	20	8
Wilmington	27	11	8	14	7	3	9	44	25	16
Seattle	26	10	2	27	13	3	5	51	15	7
Puerto Rico	9	5	11	2	1	3	5	17	6	13
Honolulu	6	7	4	6	4	1	4	12	14	8
Houston	29	17	7	28	14	5	14	37	30	13
St. Louis	2	0	2	1	0	1	0	4	0	3
Piney Point	3	3	2	2	2	1	0	1	2	4
Algonac	0	2	0	0	0	0	0	1	3	1
Totals	244	144	85	187	104	32	88	425	244	135
ENGINE DEPARTMENT										
New York	15	13	0	8	4	0	3	29	20	2
Philadelphia	1	4	3	2	1	1	1	4	5	3
Baltimore	1	7	1	3	6	0	2	5	7	1
Norfolk	3	4	6	4	6	4	0	8	6	4
Mobile	9	5	0	8	2	0	1	14	11	3
New Orleans	6	5	2	6	9	2	3	18	10	3
Jacksonville	25	14	4	15	8	3	7	31	22	8
San Francisco	8	10	1	7	5	0	2	14	14	1
Wilmington	13	7	1	6	8	1	8	16	14	3
Seattle	14	8	1	9	7	1	4	28	10	2
Puerto Rico	1	3	3	1	5	4	1	3	6	2
Honolulu	6	8	5	6	4	7	2	7	10	4
Houston	19	13	3	9	4	2	8	33	17	4
St. Louis	2	0	0	1	0	1	0	6	2	0
Piney Point	2	5	2	0	5	1	0	3	3	6
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	125	107	32	85	74	27	42	219	158	46
STEWARD DEPARTMENT										
New York	17	8	0	11	5	0	8	24	16	1
Philadelphia	4	0	0	2	0	0	0	5	2	0
Baltimore	4	2	0	3	1	0	1	6	1	0
Norfolk	8	2	3	7	7	1	3	14	8	3
Mobile	8	1	0	4	1	0	0	11	4	0
New Orleans	2	5	2	2	1	0	1	14	8	3
Jacksonville	23	6	2	10	5	1	7	31	6	5
San Francisco	24	6	1	17	2	1	8	44	10	0
Wilmington	13	2	1	13	3	0	4	19	2	5
Seattle	20	2	0	12	4	0	4	40	4	1
Puerto Rico	2	1	1	1	0	1	1	7	2	0
Honolulu	9	7	8	8	1	3	9	19	11	9
Houston	12	1	0	11	1	0	3	19	9	1
St. Louis	1	0	1	0	0	1	0	2	0	1
Piney Point	6	1	0	2	1	0	0	9	1	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	153	44	19	103	32	8	49	264	84	29
ENTRY DEPARTMENT										
New York	6	28	15	1	11	1	0	12	56	30
Philadelphia	0	2	1	0	0	1	0	0	2	5
Baltimore	0	3	4	0	1	2	0	1	3	5
Norfolk	0	10	12	2	6	11	0	3	19	23
Mobile	0	3	1	0	2	1	0	2	11	2
New Orleans	7	8	7	0	8	3	0	10	17	11
Jacksonville	6	17	6	6	13	0	0	6	29	21
San Francisco	11	17	4	3	7	0	0	21	26	7
Wilmington	3	16	4	2	11	0	0	9	16	10
Seattle	7	13	2	7	7	2	0	15	22	5
Puerto Rico	3	3	2	2	1	1	0	9	8	3
Honolulu	6	38	68	2	28	41	0	9	43	119
Houston	3	9	9	0	7	1	0	6	19	19
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	0	10	11	1	7	6	0	0	14	20
Algonac	0	0	0	0	0	1	0	0	0	0
Totals	52	178	146	26	109	71	0	103	286	280
Totals All Departments	574	473	282	401	319	138	179	1011	772	490

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

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

June & July 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: June 8, July 6
Algonac.....	Friday: June 12, July 10
Baltimore.....	Thursday: June 11, July 9
Duluth.....	Wednesday: June 17, July 15
Honolulu.....	Friday: June 19, July 17
Houston.....	Monday: June 15, July 13
Jacksonville.....	Thursday: June 11, July 9
Jersey City.....	Wednesday: June 24, July 22
Mobile.....	Wednesday: June 17, July 15
New Bedford.....	Tuesday: June 23, July 21
New Orleans.....	Tuesday: June 16, July 14
New York.....	Tuesday: June 9, July 7
Norfolk.....	Thursday: June 11, July 9
Philadelphia.....	Wednesday: June 10, July 8
San Francisco.....	Thursday: June 18, July 16
San Juan.....	Thursday: June 11, July 9
St. Louis.....	Friday: June 19, July 17
Tacoma.....	Friday: June 26, July 24
Wilmington.....	Monday: June 22, July 20

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

Personals

RUSSELL LEE

Hey Lee! I would like to hear from you sometime soon. Please drop me a note. I'll be at the following address until July. Leo A. Castro, c/o ITB Baltimore, P.O. Box 127, King Hill State Hovic., St. Croix, USVI 00850.

JOHN FRANCIS ROBERTS

Gail Roberts is trying to locate information about her grandfather (John Francis Roberts) whom she has never met. Her grandfather sailed as a merchant mariner in 1932 and was still sailing in 1961. John F. Roberts had a son, also John Francis Roberts but known as "Sonny." Ms. Roberts would like to hear from her grandfather or anyone who knew him. Please contact Gail Roberts at 30 Fawn Grove, Greenwood, DE 19950; or telephone (302) 337-0350.

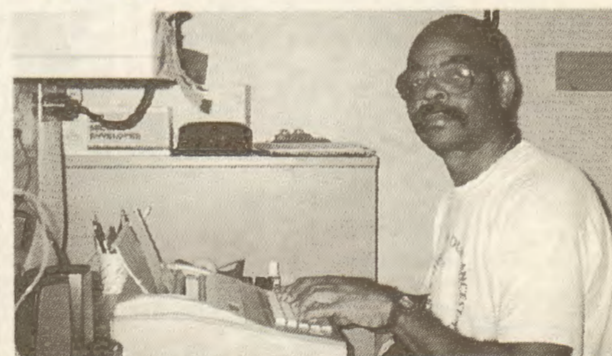
DURWARD STORY

Anyone knowing the whereabouts of Durward (Doug) Story is asked to contact his daughter, Norma Langsev, at (320) 762-0546. Story, who was still sailing from the port of Baltimore as chief bosun in the 1950s, worked aboard Isthmian and Alcoa vessels.

TOM WOERNER

Please write your good friend, Thomas Curley. He is on the Westward Venture. The address is: Westward Venture, TOTE Ocean Trailer Express Inc., 500 Alexander Ave., Tacoma, WA 98421.

Keeping the Members Informed



Aboard the ITB Baltimore, Steward Leo Castro prepares the menu for the next day's meals. The vessel is currently running from St. Croix, USVI to New York.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

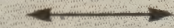
George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast



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

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

ANCHORAGE
721 Sesame St., #1C
Anchorage, AK 99503
(907) 561-4988

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 166
Santurce, PR 00907
(787) 721-4033

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

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

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

Dispatchers' Report for Great Lakes

MARCH 16 — APRIL 15, 1998

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	28	2	0	5	0	0	23	2
ENGINE DEPARTMENT									
Algonac	0	12	2	0	2	0	0	10	2
STEWARD DEPARTMENT									
Algonac	0	5	2	0	2	1	0	3	1
ENTRY DEPARTMENT									
Algonac	0	22	15	0	5	0	0	17	15
Totals All Depts	0	67	21	0	14	1	0	53	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

MARCH 16 — APRIL 15, 1998

*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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	5	9	0	1	7	4	6	21
Lakes, Inland Waters	24	0	0	13	0	0	32	0	0
West Coast	2	1	5	10	1	8	5	3	12
Totals	28	6	14	23	2	15	41	9	33
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	4	0	0	1	1	0	3
Lakes, Inland Waters	21	0	0	8	0	0	8	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	21	0	4	10	0	1	9	0	3
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	6	0	0	5	0	0	11	0	0
West Coast	0	0	0	3	0	0	0	0	0
Totals	6	0	0	8	0	0	11	0	0
Totals All Depts	55	6	18	41	2	16	61	9	36

*"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



This photograph, given to the Seafarers LOG by Vice President Contracts Augustin Tellez, was taken aboard the SS Kathryn in the 1950s.

On that particular voyage, the governor of Puerto Rico, Luis Muñoz Rivera, was on board. He is the one in the center, standing behind the life ring. Immediately to his right (in the second row) is Tellez's father, Augustin Tellez. And in the back row, behind the governor's left shoulder, is George "Whitey" Burke.

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

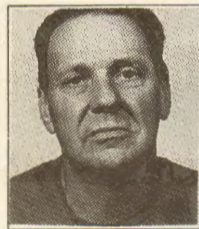
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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

Fourteen Seafarers are announcing their retirements this month. Among this group are two recertified stewards, **George H. Bryant Jr.** and **Leonard M. Lelonek**, and one recertified bosun, **Andrew C. Mack**. The three Seafarers are graduates of the highest level of training available to members in the steward and deck departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 10 of those signing off sailed in the deep sea division, three navigated the inland waterways and one shipped on Great Lakes vessels.

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

DEEP SEA

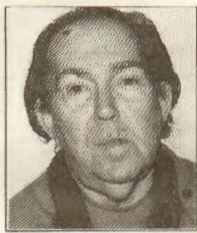


JAMES R. ADAIRE, 55, graduated from the Andrew Furuseth Training School in 1963 and

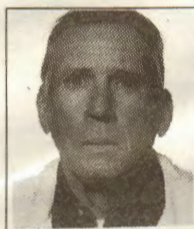
joined the Seafarers in the port of New Orleans. His first ship was the *Penn Exporter*. A native of Ohio, he worked in the deck department. From 1959 to 1962,

he served in the U.S. Army. Brother Adaire last worked on the *Sam Houston*, a Waterman Steamship Corp. vessel. He has retired to Mandeville, La.

HARRINGTON H. ALEXANDER, 65, started his career with the SIU in 1961 in the port of New Orleans.



His first vessel was the *Robin Trent*, operated by Moore McCormack Lines. The Texas native worked in the steward department, last sailing aboard Sea-Land Service vessels. Brother Alexander makes his home in Staten Island, N.Y.



JERRY L. BOYCE, 62, began sailing with the Seafarers in 1953 from the port of San Francisco. The Virginia native

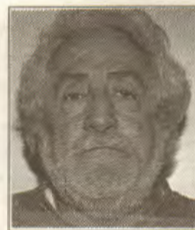
sailed in both the deck and engine departments. He also sailed aboard inland vessels. Brother Boyce last sailed as an AB on the *Sea King*, operated by Crowley

Towing & Transportation. From 1957 to 1959, he served in the U.S. Army. He has retired to Wilmington, Calif.

GEORGE H. BRYANT JR., 59, first sailed with the Seafarers in 1960 aboard the *Galloway*.



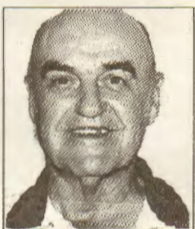
Born in Alabama, he worked in the steward department and upgraded at the Andrew Furuseth Training School in Philadelphia. He also upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the steward recertification program in 1981. From 1956 to 1959, he served in the U.S. Navy. Prior to his retirement, Brother Bryant sailed aboard vessels operated by Sea-Land Service. He makes his home in Seattle.



WILLIAM H. GRAY, 63, started his career with the SIU in 1960 in the port of Houston.

Brother Gray sailed in the engine department and upgraded at the Lundeberg School. He last worked aboard Sea-Land Service vessels. The West Virginia native served in the U.S. Army from 1957 to 1958. He makes his home in Houston.

LEONARD M. LELONEK, 70, began sailing with the Seafarers in 1960 from the port of New Orleans. A



native of New York, he worked in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1988. Brother Lelonek last sailed aboard the *Sea-Land Endurance*. He calls Gardnerville, Nev. home.



ANDREW C. MACK, 55, joined the SIU in 1977 in the port of Norfolk, Va. He first sailed aboard the *Potomac*,

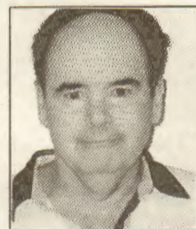
operated by Ogden Marine Corp. The North Carolina native worked in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1989. Brother Mack makes his home in Chesapeake, Va.

FRANCISCO P. ORTA, 65, first sailed with the Seafarers in 1969 aboard the *Avenger*, a Marine Carriers Corp.



vessel. He sailed in the deck

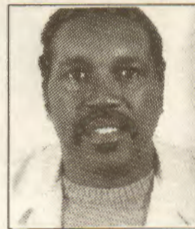
department and upgraded at the Lundeberg School. Brother Orta last sailed aboard the *Cape Farewell*, operated by Sawgrass Marine Crewing. Born in Mexico, he has retired to Houston.



JOHN F. WILLIAMSON, 55, started his career with the SIU in 1967 in the port of Seattle, sailing aboard the

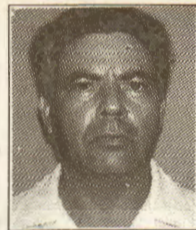
Choctaw Victory. He worked in the deck department and last signed off the *Sea-Land Voyager*. The California native served in the U.S. Air Force from 1963 to 1966. Brother Williamson makes his home in Vancouver, Wash.

GEORGE T. WINFIELD, 65, began his career with the Seafarers in 1964 in the port of Norfolk, Va. Born in Virginia, he



worked in the steward department, last sailing in 1993 aboard the *Cape Horn*, an IOM Corp. vessel. From 1953 to 1955, he served in the U.S. Army. Brother Winfield has retired to Norfolk.

INLAND



ANTONIO ADORNO, 51, began sailing with the Seafarers in 1977 from his native Puerto Rico. He worked in the

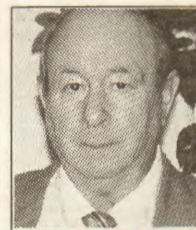
deck department and upgraded at the Lundeberg School. He worked

primarily aboard Crowley Towing and Transportation vessels. Boatman Adorno makes his home in Toa Baja, P.R.

FRANK E. ARTHUR, started his career with the SIU in 1969 in the port of Baltimore. A native of Virginia, he



sailed as a member of the engine department. Boatman Arthur last worked as a chief engineer aboard the *M. Jean Dudley*, operated by Piney Point Transportation. He has retired to Denton, Md.

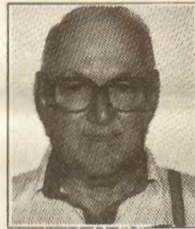


WILLIAM F. MILES, 62, joined the Seafarers in 1967 in the port of Jacksonville, Fla. The Florida native

worked primarily for Dravo Materials. Boatman Miles makes his home in Argyle, Fla.

GREAT LAKES

FREDERICK A. BIESECKER, 74, began sailing with the Seafarers in 1987 from the port of Duluth, Minn.



His first vessel was the *Presque Isle*, operated by Litton Great Lakes. Brother Biesecker worked in the deck department, last sailing on the *Medusa Challenger*, a Cement Transit boat. Born in Illinois, he makes his home in Appleton, Wis.

SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,592,067. These expenses included \$616,806 in administrative expenses, \$289,873 in investment expenses and \$13,685,388 in benefits paid to participants and beneficiaries. A total of 5,024 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$154,916,757 as of July 31, 1997, compared to \$147,627,328 as of July 31, 1996. During the plan year, the plan experienced an increase in its net assets of \$7,289,429. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had a total income of \$21,881,496 including employer contributions of \$28,770; earnings from investments of \$11,837,901; interest and stock dividends of \$10,007,245; and other income of \$7,580. Employees do not contribute to this plan.

MINIMUM FUNDING STANDARDS

Our actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

YOUR RIGHTS TO ADDITIONAL INFORMATION

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investments;
3. Actuarial information regarding the funding of the plan;
4. Transactions in excess of five (5) percent of plan assets; and
5. Fiduciary information, including transactions between the plan and parties-in-interest (that is, persons who have certain relationships with the plan).

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, CA 94105; telephone number (415) 495-6882.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor (DOL) in Washington, D.C. or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

Letter to a Retiring Shipmate

I'd like to say goodbye to an old friend, **Ken Riley**, who retired as an AB/Watchstander on April 18, 1998 from the *Sea-Land Quality*.

Ken sailed with me on my first ship in 1978, the *S.S. Transcolumbia*. I was an OS and Kenny was an AB. After that, we sailed many times together on all kinds of ships. That gives us a lot of sea stories we can tell together.

Ken Riley was born in New Jersey and went into the Navy in 1952, just one year after I was born. He then joined the SIU in 1967.

I sailed with Ken on my first ship and now we're sailing together on his last ship.

So good luck, Ken. Enjoy your retirement, and I hope to see you around.

Your friend,
Bosun Mike Carrano
Sea-Land Quality



Bosun Mike Carrano (left) gives AB Ken Riley a break from the wheel aboard the *Sea-Land Quality*.

Final Departures

DEEP SEA

LEO S. BAPTISTE

Pensioner Leo S. Baptiste, 89, died February 3. Born in Louisiana, he joined the Marine Cooks & Stewards (MC&S) in 1946 in the port of New Orleans, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A resident of Seattle, he began receiving his pension in January 1971.

SAM H. BOYKIN



Pensioner Sam H. Boykin, 76, passed away February 6. He started his career with the MC&S before that union merged with the SIU's AGLIWD. Born in Texas, Brother Boykin was a resident of Oakland Calif. and retired in April 1970.

THOMAS B. DUNCAN



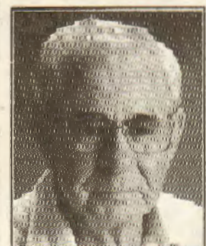
Pensioner Thomas B. Duncan, 75, died February 8. Brother Duncan began sailing with the Seafarers in 1949 from his native New York. He worked in the deck department and was active in union organizing drives and beefs. Brother Duncan was a veteran of World War II, having served in the U.S. Navy from 1941 to 1946. A resident of Brooklyn, N.Y., he began receiving his pension in July 1968.

OLIVER HADLEY



Pensioner Oliver Hadley, 76, passed away January 29. A native of Louisiana, he joined the MC&S in 1953 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Hadley lived in Oakland, Calif. and retired in September 1994.

WILLIAM H. HAMBY



Pensioner William H. Hamby, 77, died February 14. He joined the Seafarers in 1942 in the port of Mobile, Ala. He sailed in the steward department and began receiving his pension in March 1984. Brother Hamby was a resident of Toxey, Ala.

ARMON HIGHAM



Pensioner Armon Higham, 89, passed away February 5. A charter member of the SIU, he joined the union in 1938 in the port of Mobile, Ala. Born in New York, he worked in the steward department, last sailing as a chief steward. During his career, he was active in union organizing drives and beefs and attended an educational conference in 1970 at the Lundeberg School in Piney Point, Md. Brother Higham was a resident of Houston

and began receiving his pension in July 1971.

JOHN D. MORGAN



Pensioner John D. Morgan 90, died February 9. Brother Morgan first sailed with the Seafarers in 1943 from the port of Mobile, Ala. A native of Alabama, he worked in the deck department and retired in October 1972. He was a resident of Mobile.

HERBERT D. NIXON



Pensioner Herbert D. Nixon, 67, passed away February 7. He began his career with the SIU in 1956 in the port of Mobile, Ala. The Alabama native sailed in the steward department and upgraded at the Andrew Furuseth Training School. Brother Nixon last sailed in 1989 aboard the *OMI Sacramento* as a chief cook. From 1951 to 1953, he served in the U.S. Army. A resident of Mobile, he began receiving his pension in September 1995.

THOMAS L. OLDFIELD

Pensioner Thomas L. Oldfield, 71, passed away February 13. A native of Oklahoma, he started his career with the MC&S in 1944, before that union merged with the SIU's AGLIWD. Brother Oldfield resided in Granite, Okla. He started receiving his pension in November 1973.

PETER ORISCHAK



Peter Orischak, 57, died February 2. He graduated from the Andrew Furuseth Training School in 1964 and joined the Seafarers in the port of New York. A native of New Jersey, he sailed in the deck department and upgraded at the Lundeberg School. Brother Orischak was a resident of Toms River, N.J.

HERMAN PEDERSEN



Pensioner Herman Pedersen, 71, died February 24. Born in Nebraska, he began sailing with the SIU in 1944 from the port of New York. Brother Pedersen sailed in the deck department. He last worked aboard the *Sea-Land Liberator*. A resident of Lake Havasu City, Ariz., he began receiving his pension in August 1983.

ANDREW R. PIMENTEL

Pensioner Andrew R. Pimentel, 84, passed away November 27, 1997. A native of the Philippines, he joined the MC&S in 1946, before that union merged with the SIU's AGLIWD. Brother Pimentel was a resident of Santa Maria, Calif. and retired in September 1976.

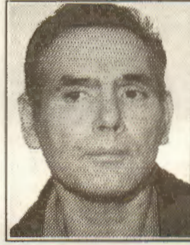
KASSIM B. SAMAT

Pensioner Kassim B. Samat, 81, passed away February 21. Brother Samat started his career with the Seafarers in 1944 in the port of New



York. During his career, he sailed in the deck department and was active in union organizing drives and strikes. Born in Malaysia, he was a resident of Edison, N.J. and started receiving his pension in December 1981.

GEORGE A. SCHUJ



George A. Schuj, 50, passed away February 11. Born in Germany, he began sailing with the Seafarers in 1979 from the port of New York. Brother Schuj worked in the deck department and upgraded at the Lundeberg School. He was a resident of San Francisco.

JACK SOMMER



Pensioner Jack Sommer, 74, passed away March 11. Brother Sommer began sailing with the Seafarers in 1961 from the port of New York. Born in Czechoslovakia, he was a member of the engine department. Brother Sommer resided in San Francisco and began receiving his pension in May 1988.

BUEFORD E. STOCKMAN



Pensioner Bueford E. Stockman, 76, passed away February 9. Brother Stockman started his career with the Seafarers in 1955 in the port of Lake Charles, La. Born in Alabama, he sailed in the engine department. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1946. A resident of Melbourne, Fla., he retired in February 1985.

LAWRENCE E. TEFFT



Pensioner Lawrence E. Tefft, 70, died February 9. He began sailing with the SIU in 1952 from the port of New York. A native of Connecticut, he worked in the steward department and upgraded at the Lundeberg School. During his career, he was active in union organizing drives and strikes. Prior to his retirement in February 1993, he signed off the *Aries*, operated by Energy Transportation Co. Brother Tefft was a resident of Wolcott, Conn.

MINES THOMAS

Pensioner Mines Thomas, 87, passed away February 4. Born in Texas, he joined the MC&S in 1948 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Thomas was a resident of San Francisco. He retired in December 1973.

ISIDORO VALLES

Pensioner Isidoro Valles, 86, died February 3. A native of Puerto Rico, he began sailing with the Seafarers in



1942 from the port of New York. Brother Valles was a member of the engine department. During his career, he was active in union organizing drives and beefs. A resident of Spring Hill, Fla., he began receiving his pension in January 1972.

INLAND

JOSEPH F. BACHMANN

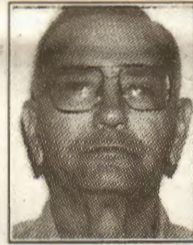


Pensioner Joseph F. Bachmann, 71, passed away February 26. A native of New Jersey, he started his career with the Seafarers in 1956 in the port of Philadelphia. Boatman Bachmann sailed in the deck department, last working aboard vessels operated by Taylor & Anderson. A resident of Fairless Hills, Pa., he began receiving his pension in July 1988.

JOSEPH M. PERRY

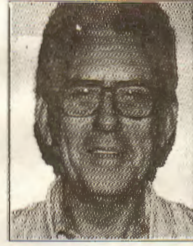
Pensioner Joseph M. Perry, 75, died February 23. Boatman Perry started his career with the SIU in 1961 in the port of Norfolk, Va. Born in Pennsylvania, he sailed as a captain and upgraded at the Lundeberg School. A resident of Suffolk, Va., he retired in January 1987.

WALTER G. POPPERWILL



Pensioner Walter G. Popperwill, 71, died February 23. Born in North Carolina, he began sailing with the SIU in 1969 from the port of Norfolk, Va. Boatman Popperwill worked as a captain, primarily aboard vessels operated by Express Marine. He was a resident of Lowland, N.C. and retired in January 1998.

ELMER F. PRESSLEY



Pensioner Elmer F. Pressley, 75, passed away February 6. He started his career with the Seafarers in 1970 in the port of St. Louis. Born in Kentucky, he sailed as a deckhand. During World War II, he served in the U.S. Navy. A resident of Portsmouth, Ohio, Boatman Pressley started receiving his pension in November 1985.

GREAT LAKES

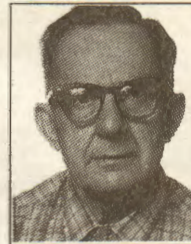
ABDULWALI N. ELGAHMI



Pensioner Abdulwali N. Elgahmi, 55, died February 11. Brother Elgahmi started his career with the SIU in 1965 in the port of Detroit. Born in Yemen, he sailed in both the engine and steward departments. The Dearborn, Mich. resident retired in May 1990.

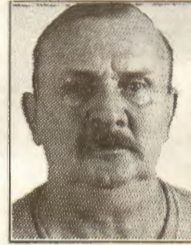
ANDREW KOZAK

Pensioner Andrew Kozak, 79, passed



away February 9. A native of Pennsylvania, he began sailing with the Seafarers in 1960 from the port of Detroit. A member of the engine department, he was a veteran of World War II, having served in the U.S. Army from 1943 to 1945. Brother Kozak was a resident of Plains, Pa. and began receiving his pension in May 1978.

RICHARD J. LUOMA



Pensioner Richard J. Luoma, 57, died February 24. The Michigan native joined the SIU in 1970 in the port of Detroit. Brother Luoma sailed in the deck department and retired in February 1997. From 1958 to 1962, he served in the U.S. Navy. He was a resident of Sioux Falls, S.D.

WILLIAM J. MAURER



William J. Maurer, 62, passed away March 11. Brother Maurer started his career with the Seafarers in 1960 in the port of Detroit. He sailed in the deck department and upgraded frequently at the Lundeberg School. From 1956 to 1959, he served in the U.S. Navy. Brother Maurer was a resident of River Rouge, Mich.

DONALD McEACHERN



Pensioner Donald McEachern, 72, passed away February 15. Born in Canada, he began sailing with the Seafarers in 1960 from the port of Detroit. Brother McEachern was a member of the engine department. A resident of Grosse Pointe, Mich., he began receiving his pension in January 1988.

PAUL D. MORRIS



Pensioner Paul D. Morris, 78, passed away January 21. A native of Maryland, he began his career with the Seafarers in 1960 in the port of Detroit. Brother Morris sailed in the engine department and upgraded at the Lundeberg School. He was a resident of Sheffield Lake, Ohio and started receiving his pension in December 1977.

RAILROAD MARINE

WILLIAM P. CHARNOCK

Pensioner William P. Charnock, 78, passed away February 18. He joined the Seafarers in 1960 in the port of Norfolk, Va. The Virginia native sailed in the deck department, working primarily for Penn Central Railroad Co. Brother Charnock, a resident of Exmore, Va., began receiving his pension in January 1982.

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.

PFC EUGENE A. OBREGON (Waterman Steamship Co.), January 26—Chairman **Henry Bouganim**, Secretary **Patrick D. Helton**, Educational Director **Robert A. Farmer**, Deck Delegate **Charles J. Frisella**, Engine Delegate **Ronald F. Lucas**, Steward Delegate **Rudolph Xatruch**. Chairman reminded crew members to apply for training record books (TRBs) as soon as possible. Secretary stressed importance of contributing to SPAD and MDL. Educational director advised all hands to upgrade skills at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Vote of thanks given to steward department for culinary efforts, especially during holidays.

CHAMPION (Kirby Tankships), February 15—Chairman **Stephen Argay**, Secretary **Charles Scott**, Educational Director **Larry Phillips**, Deck Delegate **Thomas Howell**, Engine Delegate **August Rodil**, Steward Delegate **O. Espinoza**. Chairman reminded crew members about keeping plastic refuse and regular trash in separate containers. Educational director stressed need for crew to attend Lundeberg School and to apply for TRBs soon. No beefs or disputed OT reported.

HMI DYNACHEM (Hvide Marine), February 28—Chairman **Robert J. Coleman**, Secretary **Ronald Tarantino**, Educational Director **Peter Joseph**, Deck Delegate **Terrance Boney**, Steward Delegate **James Harris**. Chairman informed crew of ship's arrival and payoff in Texas City, Texas. He also relayed vote of thanks from licensed officers to all departments for fine job. Educational director suggested crew members take advantage of upgrading courses at Lundeberg School, donate to SPAD and support MDL. Department delegates reported no beefs or disputed OT. Request made to find out about transportation money from Houston to Texas City. Crew noted new chairs needed for mess and lounge.

Lunch on the Algol



Steward Calvin Hazzard prepares lunch for crew members aboard the USNS Algol. The Bay Ship Management vessel recently held a payoff in the port of Mobile, Ala.

OMI COLUMBIA (OMI Corp.), February 24—Chairman **Greg Hamilton**, Secretary **Dana Zuls**, Educational Director **Ronald Gordon**, Steward Delegate **Larry Lopez**. Treasurer announced \$25 in ship's fund. No beefs or disputed OT reported. All communications from headquarters read and posted on bulletin board. Three crew members purchased weightlifting set for all to use. Donations accepted to help defray cost. Vote of thanks given by bosun to galley gang for job well done. Chief steward thanked chief cook and GSU for great job under adverse conditions. Next ports: El Segundo, San Pedro, Richmond and San Francisco, Calif.

CAROLINA (NPR, Inc.), March 25—Chairman **James Brown**, Secretary **Hasan Rahman**, Educational Director **John Thompson**. Chairman announced upcoming payoff in port of Philadelphia, Pa. He noted ship's food has been very good. No beefs or disputed OT reported.

LAWRENCE H. GIANELLA (Ocean Ships, Inc.), March 9—Chairman **Donald J. DeFlorio**, Secretary **James E. Lewis**, Educational Director **Tedd R. Avey**, Deck Delegate **Reynaldo Gonzales**, Engine Delegate **Ernest Lacunza Jr.** Secretary announced receipt of nine new movies aboard ship. Disputed OT reported in deck department; no beefs or disputed OT reported in engine or steward departments. Engine delegate reminded crew members to close doors gently at night when others are sleeping. Motion made and seconded to establish permanent file with ship's secretary containing minutes from previous meetings and other SIU-related business. Suggestion made to have more choices on breakfast menu and to leave juice out all day for crew. Next port: La Spezia, Italy.

LIBERTY SUN (Liberty Maritime Corp.), March 18—Chairman **Tyrone Burrell**, Secretary **K. DeWitt**, Educational Director **Nathaniel Gatlen**, Deck Delegate **Omaha Redda**, Engine Delegate **Wayne Watts**. Chairman reminded crew members to check z-cards for expiration date. Educational director advised all hands to continue to practice safety aboard ship and to attend union's upgrading classes in Piney Point. Suggestion made to create recreational and movie fund aboard ship. Steward delegate reported disputed OT; no beefs or disputed OT recorded in other departments. Clarification requested from headquarters on time off for day workers.

OVERSEAS NEW YORK (Maritime Overseas Corp.), March 1—Chairman **Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **John Fleming**, Deck Delegate **C. Kiley**, Engine Delegate **D.A. Cayan**, Steward Delegate **Jose P. Maglalang**. Letter of clarification received from Vice President Contracts **Augie Tellez** regarding

overtime for crude oil washing machine. Chairman stressed strict no-alcohol policy aboard ship. He also reminded crew members to return video movies when through with them. Secretary advised everyone to be considerate of others regarding noise and in keeping messhall and lounge clean, especially while in port. Educational director advised members to have TRB signed by June or they will not get credit for onboard drills. If anyone does not have a TRB, he should send in application immediately. He also stated that starting June 1, all crew members on tankers will be evaluated by their department heads regarding job performance. No beefs or disputed OT reported. Next ports: Valdez, Alaska and El Segundo, Calif.

OVERSEAS WASHINGTON (Maritime Overseas Corp.), March 15—Chairman **Robert Natividad**, Secretary **Alphonso Davis**, Steward Delegate **S. Perdakis**. Bosun announced receipt of messages from contracts department. Secretary noted TV needs repair; it gets only one channel. No beefs or disputed OT reported. Next port: Richmond, Va.

SAMUEL L. COBB (Ocean Ships, Inc.), March 15—Chairman **K. Koutouras**, Secretary **Tom Barrett**, Educational Director **James Cleland**, Deck Delegate **Paul Moss**, Engine Delegate **Kristof Zschaler**. Chairman announced payoff on March 20 and stated back pay from last year should be in mail. No disputed OT reported by department delegates; some beefs noted in engine and steward departments. Crew members reminded of no smoking policy during meal hours. Clarification needed regarding day off or extra pay for every 60 days of duty.

SEA-LAND CHALLENGER (Sea-Land Service), March 15—Chairman **Mickey Noble**, Secretary **Donna Jean Clemons**, Educational Director **Larry Holbert**, Deck Delegate **John Thomas Emrich**, Engine Delegate **John Coleman**, Steward Delegate **Joseph Laureta**. Chairman announced payoff upon arrival in Long Beach, Calif. on March 19. Crew roster and repair list posted. Movie fund now contains \$10. Steward is accepting donations to fill coffer. Educational director advised crew to take advantage of upgrading opportunities at Lundeberg School. No disputed OT reported. Beef pending in deck department which will be brought to attention of patrolman. Steward department thanked for good meals and clean ship. Clarification requested regarding longshore holiday in port. Next port: Oakland, Calif.

SEA-LAND DEVELOPER (Sea-Land Service), March 25—Chairman **Dan Cella**, Secretary **Frank Sison**, Educational Director **William D. Hatchel**, Deck Delegate **Michael Watson**, Engine Delegate **S. Bigelow**, Steward Delegate **Pat Conlon**. Bosun read report from union regarding vessel's layup. Educational director suggested crew members upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Washing machine on third deck needs repair. Steward thanked GSU Conlon for job well done. Next port: Tacoma, Wash.

SEA-LAND DISCOVERY (Sea-Land Service), March 22—Chairman **Don White**, Secretary **Vainu'u Sili**, Educational Director **David Bantista**, Deck Delegate **R.J. Sagadraca**, Steward Delegate **Jimmy Williams**. Chairman

reported all running well aboard ship with no beefs or disputed OT reported. Treasurer announced \$30 in ship's fund. Next port: Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), March 8—Chairman **Thomas A. Trehern**, Secretary **Edward P. Herrera**, Deck Delegate **James D. Morgan**, Engine Delegate **Guy Pollard-Lowsl**, Steward Delegate **Brad-**

SEA-LAND NAVIGATOR (Sea-Land Service), March 22—Chairman **Werner Becher**, Secretary **Lynn McCluskey**, Deck Delegate **Walter Price**, Engine Delegate **James Spranza**, Steward Delegate **J.F. Manandic**. Payoff scheduled in Tacoma, Wash. on March 28. Chairman led general discussion of shipping. He also advised members to keep doors locked when in port and to help keep TV lounge clean. Anyone

Capricorn Crew Members Celebrate Holiday



From John Thomas, an AB aboard the LNG Capricorn, comes this photo of the vessel's crew members during the Christmas holiday. In the front row (from left) are Bosun Sal Ibrahim, SA Chris Guglielmi, QMED Robert Rice, Chief Cook Ujang Nurdjaja, DEU Lavon James, SA David Wakeman and AB Richard Lewis. In the second row are Third Engineer Steve Radzik, Chief Steward Dana Paradise, First Engineer Taylor Bradstreet and Third Mate Gerard Dundon.

ford Mack. Chairman noted good trip and thanked steward for great food. He stated ship scheduled to arrive in Long Beach, Calif. March 11 and asked everyone to stay on board for boat drill. Disputed OT reported in deck department. No beefs or disputed OT reported in engine or steward departments. New VCR received and installed. Thanks given to day man for job well done.

SEA-LAND HAWAII (Sea-Land Service), March 10—Chairman **Jim Carter**, Secretary **Jonny Cruz**, Educational Director **David King**, Steward Delegate **Virgilio Rivera**. Chairman reminded everyone to check z-cards for expiration date and make sure drug screens are up-to-date. Secretary stated that in order to be aware of what is going on in maritime industry and within union, Seafarers should read LOG and, when possible, attend union meetings in port. Educational director stressed importance of supporting SPAD. He also noted that key to job security is upgrading at Piney Point. No beefs or disputed OT reported. New TV received aboard ship. Vote of thanks given to steward department for job well done. Next ports: Elizabeth, N.J.; San Juan, P.R. and Rio Haina, Dominican Republic.

SEA-LAND LIBERATOR (Sea-Land Service), March 29—Chairman **Joel G. Miller**, Secretary **G.F. Thomas**, Educational Director **Elwyn Ford**. Need for new mattresses and additional washing machine brought up by many crew members. Educational director happy to hear so many members going to Piney Point for upgrading. He recommended everyone continue to make use of union's educational facilities in order to better job and financial opportunities. No beefs or disputed OT reported by department delegates. Next port: Oakland, Calif.

needing new mattresses should order them through steward. Educational director stressed that job security and advancement is available through upgrading programs at Paul Hall Center. Treasurer announced \$38 left over from movie fund. No beefs or disputed OT reported. Based on articles in Seafarers LOG, discussion held about runaway-flag shipping and the ITF campaign against it. Vote of thanks given to steward department for well prepared meals. Next ports: Tacoma, Wash. and Oakland, Calif.

SEA-LAND RELIANCE (Sea-Land Service), March 13—Chairman **Perry H. Greenwood**, Secretary **Gene Sivley**, Educational Director **A. Jarmillo**, Steward Delegate **R.C. Telmo**. Chairman announced payoff on March 14 in Tacoma, Wash. All crew members asked to have rooms clean before leaving ship. Department delegates reported no beefs or disputed OT. Steward department given vote of thanks for job well done.

WESTWARD VENTURE (Interocean Uglan), March 29—Chairman **James H. Lewis**, Secretary **John Holtschlag Jr.**, Educational Director **Chris W. Cunningham**, Deck Delegate **George Vukmir**, Engine Delegate **Howard Bryant III**, Steward Delegate **Gary W. Loftin**. Chairman advised crew members of payoff in Tacoma, Wash. on April 1. Educational director noted importance of donating to SPAD, reading LOG and upgrading and Lundeberg School. No beefs or disputed OT reported by department delegates. Vote of thanks given to steward department for fine job. Crew of Westward Venture mourns loss of shipmate **Harry Huffman**. "Everyone loved him as a friend and shipmate. May he rest in peace."

Labor Briefs

UAW, Caterpillar End Labor Dispute

Following a bitter six-and-a-half-year labor dispute, United Auto Workers (UAW) union members recently ratified a new contract with Caterpillar Inc.

The previous UAW contract with the Peoria, Ill.-based Caterpillar, a heavy-equipment maker, expired in 1991, making this one of the longest labor disputes in UAW history. Since then, there have been a lockout and two strikes, the most recent of which ended in December 1995 after 17 months.

The approval of the six-year pact by a 54 percent majority, which is effective until April 1, 2004, came just one month after union members had rejected a similar proposal, largely because Caterpillar would not automatically rehire all 160 workers the union said were illegally fired during the dispute.

Under the new agreement, which covers approximately 13,000 UAW members in Aurora, Decatur, Peoria and Pontiac, Ill. as well as members in York, Pa., Denver and Memphis, Tenn., the 160 workers will be rehired.

In addition, the contract includes wage increases, improved retirement benefits and a moratorium against closing most plants.

UAW President Stephen P. Yokich stated, "This new agreement is the culmination of outstanding solidarity to UAW-Caterpillar workers throughout seven years of struggle. The agreement represents economic progress, security for the future, and, perhaps above all, justice and dignity. I applaud every union member, and every one of their equally brave and supportive family members, for their great perseverance and commitment in the struggle to attain this agreement."

Kroger Pledges Support to Strawberry Workers

The United Farm Workers' (UFW) drive to organize strawberry pickers in the Watsonville, Calif. area just got a boost with pledged support from Kroger Co., the largest supermarket chain in the country.

More than 6,000 supermarkets now support the UFW pledge, including Safeway, American Stores and A&P supermarkets. The pledge endorses the right of strawberry workers to organize and bargain collectively without fear of retribution. It does not, however, endorse a boycott of berries.

The labor movement and the workers hope that such pledges, coupled with the UFW's organizing campaign, will convince the big corporations that control the strawberry industry to treat the workers fairly. Most of California's 20,000 strawberry workers, who harvest about 80 percent of the nation's strawberries each year, earn about \$8,000 annually, with no health insurance or other benefits.

Additional assistance is being given to the cause. Last month, legendary folk singers Peter, Paul and Mary performed a benefit concert to support the California strawberry workers' fight to organize under the UFW banner. Also last month, feminist Gloria Steinem joined a march in New York of more than 1,000 people to protest what she called criminal conditions in California's strawberry fields. Other marches are scheduled in San Antonio, Texas; San Francisco and Chicago.

History of First Kings Point Class Available on CD-ROM

In order to keep the memories and knowledge gained by the first graduating class of the U.S. Merchant Marine Academy alive for generations to come, the surviving members of the class of 1942 have created a 900-page volume of stories, photos and other memorabilia. Originally published in 1992, it is now available on CD-ROM.

In describing the mammoth work, Andrew J. Snider III told the *Seafarers LOG* that the class, of which he was a member, wanted to offer something to the academy on their 50th anniversary.

"The 126 personal histories of our class of 1942 recount life in the merchant marine prior to World War II, through the war years and into the post-war years," Snider stated. "This is an era we shared with many members of the SIU."

"An example is my father who went to sea at the age of 50—a month after Pearl Harbor—and who in 1953 was written up in the *Seafarers LOG* for his activity as an organizer for the SIU when he sailed for Cities Service."

(Snider's late father, A.J. Snider, sailed for many years in the steward department. Prior to World War I, he served in the Navy, then signed up with the Army at the outbreak of that war. After years ashore working in restaurants, he returned to sea in 1943 aboard a Standard Oil tanker and remained with the SIU until his retirement.)

As noted earlier, 126 surviving members of the class—including retired AFL-CIO President Lane Kirkland—related their memories of the school and their tales of the sea for the volume. It is the first such work presented to the academy by any graduating class. The book may be found at the academy's library in Kings Point, N.Y. It has been accepted by the U.S. National Archives as an historical document.

Copies of the CD-ROM are available through the U.S. Merchant Marine Academy Foundation, Babson Center, Kings Point, NY 11024-1699 for \$25, of which \$15 is tax deductible.

Hannah Crews Cruise With Crude



With their spirits buoyed by unseasonably warm weather, Seafarers aboard the tug and barge *Mary E. Hannah* (top photos) returned to work last month after winter layup, transporting asphalt, oil and other petroleum products throughout the Great Lakes. The *Mary E. Hannah* is one of three oil-carrying units operated on the Lakes by Hannah Marine. Its ports of call include Chicago, Detroit, Milwaukee and Toledo, Ohio, among others, and it can transport almost 50,000 barrels. When SIU Patrolman Don Thornton met the vessel during fitout March 6 in Toledo, crew members (from left) Deckhand Addison Bell, Cook Robert P. Hiel and Tankerman Kenton Henry were preparing the vessel for the season's first trip. Other fitout photos can be found on page 9.

Visit the SIU's Web Site at
<http://www.seafarers.org>



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, their families and shipmates and will publish them on a timely basis.)

Stronger U.S. Fleet Equals Lower Deficit

Without a doubt, a stronger U.S.-flag merchant marine would significantly reduce America's trade deficit.

That is a deficit that mainly reflects the loss of U.S. seafaring jobs and shoreside jobs, too.

For many years, I have tried to increase people's awareness of this problem. Clearly, our nation needs to achieve trade-deficit reductions.

Keep 'em sailing and rolling under the American flag.

Peter T. Katlen
Fairborn, Ohio

Total Veterans' Status Still Not Accorded

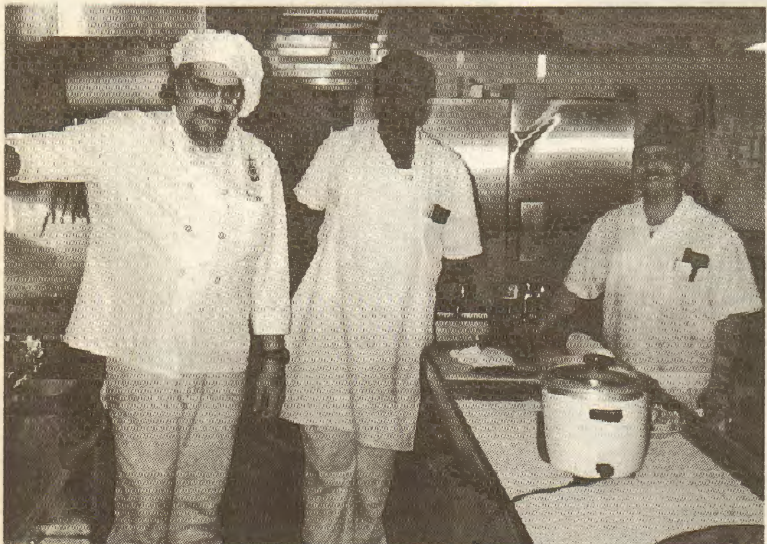
Our president proclaimed May 22 as Maritime Day, but we have yet to see our American flag raised by the state of Pennsylvania.

During World War II, the news media was gagged by our government, claiming national security. As we were denied veterans' status and the G.I. Bill until 1988, Congress waited 43 years until most of us were dead. They even denied our widows and children compensation, pension and college.

But hear this—World War II was a declared war. The U.S. merchant marine was the only all-volunteer service—recruited and trained by the U.S. Coast Guard.



OMU Rafael Comesana (left) and AB Robert Thompson stand on the *Osprey's* deck (with Istanbul, Turkey in the background).



The steward department on the *SS Osprey* is made up of (from left) Chief Cook Steve Dickson, Steward/Baker Justo Lacayo and SA Saleh Abdulrab.

Records show that 866 ships were lost in enemy action, 31 ships disappeared without a trace, and at war's end, the merchant marine lost more (in percentages) than all armed forces combined.

The Battle of the Atlantic was won with heavy losses by our U.S. merchant marine, keeping England and Russia supplied with arms. Four hundred U.S. merchant ships were sunk on the eastern seaboard by German submarines while Americans watched from shore.

If our merchant marine would have failed in the Battle of the Atlantic, our Congress now would be speaking German.

We now have only a small group of survivors living in the Pennsylvania area, but we are still waiting for our World War II state war bonus.

Peter Salvo
McKeesport, Pa.

Remembering Happier Days

Someone recently gave me a copy of the *Seafarers LOG* and I thoroughly enjoyed it. The story of Roger Horton (January 1998) was great.

I attended the SIU school in New Orleans in 1968. Although it has been several years since my last shipping date, I've always missed the brotherhood and the thrill of going to sea.

My first ship was the *SS Yaka*. We ended up in Vietnam. I've lost track of everyone I knew during those treasured years because of my circumstances.

I would appreciate hearing from fellow seamen who might care to write.

James D. Holland #391218
P.O. Box 4500
Tennessee Colony, TX 75886

Enjoy Reading The Seafarers LOG

I look forward to reading the *Seafarers LOG*. I was unaware of piracy on the high seas until I read the article, "Piracy Continues to Torment High Seas" (March 1998, p. 20). What can scamen do to protect themselves in this case?

I also enjoyed the article "President Declares 1998 Year of the Ocean" (also in March edition).

Last year, my seaman son, Gregory R. Rice, was home for a visit. I sure enjoyed his being here

for a while. Greg enjoyed bringing in the harvest fresh from the garden. He had not been home in more than 10 years, so I showed him all the different things that were new in Greenfield, Mass.

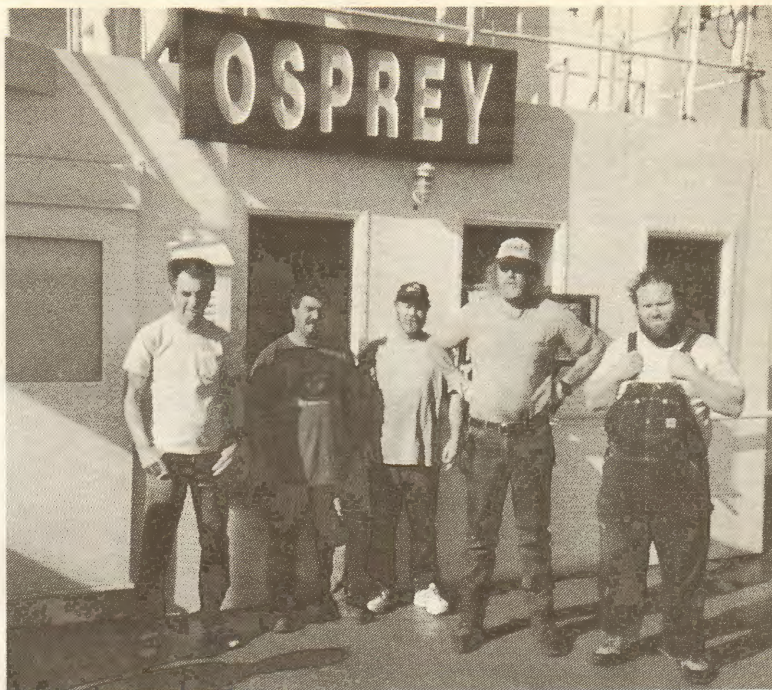
Jeanne Rice
Greenfield, Mass.

Osprey Captain Praises Crew

I'm pleased to provide the following photographs of the SIU crew members of the *SS Osprey* [all photos on this page]. The *Osprey* is on a liner service from the U.S. East Coast to Russia and Ukraine, with a few other ports in the Mediterranean and Black Sea thrown in from time to time. These pictures were taken during our most recent voyage.

The crew members are all a good bunch of sailors; people make the ship.

Captain J. M. Torjusen
SS Osprey



Aboard *Osprey-Acomarit Ship Management's SS Osprey* are deck gang members (from left) AB Ronald Makowiecki, AB Miguel Castro, AB Mike Borders, Bosun Robert Lindsay Jr. and AB Robert Thompson. Not pictured is AB Enrique Bravo.

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.

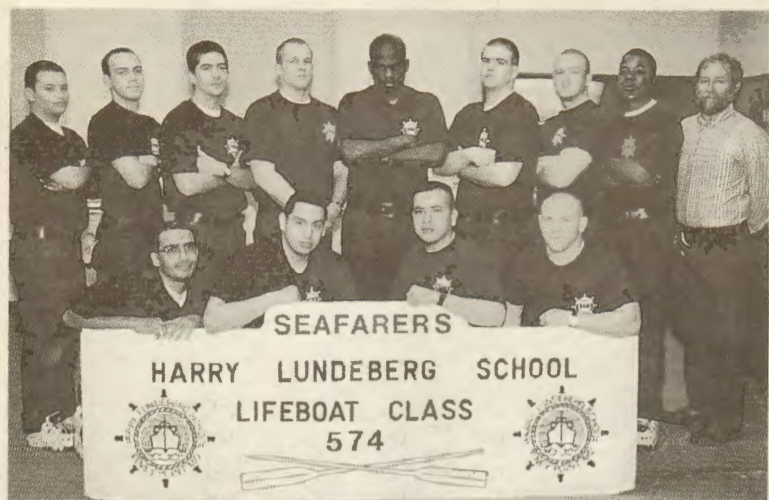
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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.

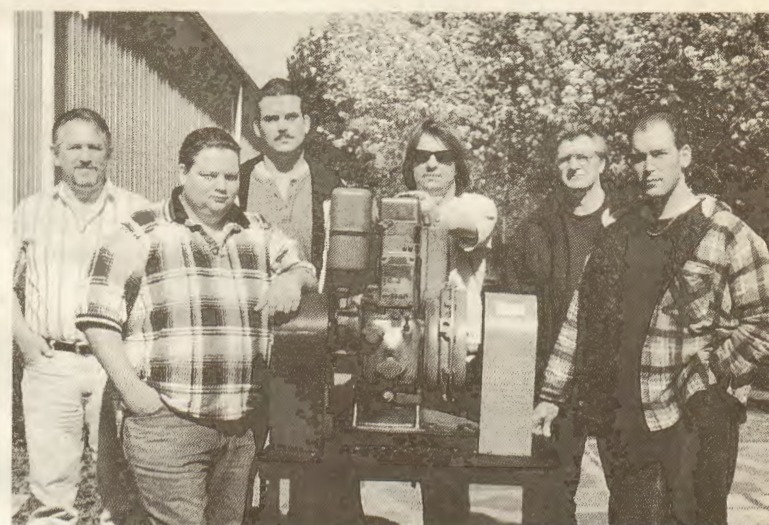
Lundeberg School Graduating Classes



Trainee Lifeboat Class 574—Graduating from trainee lifeboat class 574 are (from left, kneeling) Adel Shaibi, George Villalba Jr., Jose Majao, John Millward, (second row) Robert Kane, Robert Bradberry, Matthew Harrison, Kenneth Abrahamson, Torrey Manning, Joseph LeClair, Phillip Troublefield, Melvin Ratcliff Jr. and Ben Cusic (instructor).



Chief Cook—John Casey, who sails out of Port Everglades, Fla., is a graduate of the chief cook class on March 27.



Power Plant Maintenance—Upgrading graduates of the March 26 power plant maintenance class are (from left) Ron Oyer (instructor), William Summers, Steven Hoskins, Troy Wood, Stephen Harrington and Thomas Flynn. Not pictured is Richard King.



Refrigeration Systems & Maintenance—Completing the reefer course on March 26 are (from left, kneeling) Troy Fleming, George Habiger, (second row) John Fichter, George Phillips, Jaime Landeira and Eric Malzkuhn (instructor). Not pictured are Daniel Gibbons, Henry Paquin, Kevin McCagh, David Vega and Stephen Roberts.



Upgraders Lifeboat—SIU members completing the upgraders lifeboat course on March 27 are (from left, kneeling) Eric Overby, Patrick Maher, Ben Cusic (instructor), Clarence Fortt, (second row) Steve Winton, Elmo Davis, Ismael Manley and Yahya Mohamed.



Government Vessels—Marking their graduation from the government vessels class on March 26 are (from left, kneeling) Marcos Rivera, Shawn Tapp, William Tripp, Godofredo Milabo III, (second row) Mark Cates (instructor), Steven Thomas, Alan Bartley, Jason Pechette and Woodrow Brown.



Tanker Assistant—Receiving their endorsements from the tanker assistant course on March 12 are SIU members (from left, seated) Ismael Manley, Yahya Mohamed, Brian Wilder, Herbert Scypes Jr., (second row) Amy Rippel, Brandy Sheffs, Rick Riley, Skip Herrmann, Greg Carroll, Jim Shaffer (instructor), (third row) Paul Dellorso, Jose Castillo, Patrick Maher, Paul Jagger, Dacu Sodusta and Bruce Perry.



Advanced Firefighting—Earning their advanced firefighting endorsements on March 11 are (from left, kneeling) DiMarko Shoulders, Wilbert Miles Jr., Paul Wade, (second row) Daniel Fowers, Ioan Socaciu, Joseph Butasek, Alfonzo Bombita Jr., Salvador Villareal, (third row) Anthony Hammett (instructor), Joel Spell, Matthew Holley, Ronald Corgey and Georgiy Pochuliya.



QMED—Completing their QMED training on March 26 are (from left, kneeling), Diosdado Retiro Jr., Delson Richardson, Nestor Martinez, Patrick Carroll, Louis Santiago, (second row) Stephen Stepanski, Charles Brockhaus, Evaristo Ginez, Gabriel Williams, (third row) Luis Almodovar, Ursel Barber, Robert Dennis Jr., Joel Trotter and Charles Skeen.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in June, July and August 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.

Seafarers who have any questions regarding the upgrading courses offered at the Lundeborg School may call the admissions office at (301) 994-0010.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	June 1 July 27	July 10 September 4
Radar Observer/Unlimited	July 13 August 24	July 24 September 4
Third Mate	August 24	December 11

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	July 27	September 4
Marine Electrical Maintenance I	June 1	July 10
Marine Electrical Maintenance II	July 13	August 21
Basic Electronics	August 10	September 4
Diesel Engine Technology	July 20	August 28
Power Plant Maintenance	June 8	July 17
Pumproom Maintenance & Operations	July 13	August 7

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	June 1, June 15, June 29, July 13, July 27, August 10, August 24

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	July 20 August 17	August 8 September 5
LNG Familiarization	July 6	July 10
Basic Firefighting	June 1 June 15 July 20 August 10	June 6 June 20 July 25 August 15
Advanced Firefighting	June 22 July 27 August 3 August 31	July 3 August 8 August 15 September 12
Government Vessels	June 15 July 13 August 10	July 2 July 31 August 21
Water Survival	July 13 August 10	July 25 August 22

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	July 27	September 8
Steward Recertification	June 29	August 3
LNG Recertification	August 17	August 21

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	June 22	September 12
English as a Second Language (ESL) or Adult Basic Education (ABE)	June 15	July 24
General Education Courses	June 29	August 7
Introduction to Computers	Self-study	

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses.

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.

5/98



The

Volume 60 Number 5 May 1998

Seafarers Log

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

SUMMARY ANNUAL REPORT

The summary of the annual report for the SIU Pacific District Pension Plan may be found on page 17.

LNG Virgo Rescues 18 Adrift 5 Days

The following article recounts, in the words of Ismail Shekem, master aboard the SIU-crewed LNG Virgo, the events that occurred on December 26, 1997, resulting in the rescue of 18 persons from a disabled inter-island ferry.



Whereas it is very tempting to embellish on the facts in order to create a "sea story" worthy of telling, the simple truth in this particular incident, as is often the case, serves to reflect on the actions of well trained, highly motivated men attending to their good work, uniting with the forces of nature, the quirks of coincidence and the mysteries of fate, in ultimately providing for the safe deliverance of 18 individuals standing in peril in the sun-baked reaches of the Celebes Sea.

The LNG Virgo departed the port of Bontang, E. Kalimantan, Indonesia, on Christmas Day, bound for Inchon, Republic of Korea, with a full load of liquefied natural gas. At the onset of the voyage, due to operational requirements, the ship diverted slightly from the usual navigational track.

First Survivors Sighted

Dawn of the next morning, December 26, found the vessel in peculiarly calm seas and light winds. Shortly after daybreak, at 5:55 a.m., the ship's lookout, posted on the bridge wing, sighted two men adrift atop what appeared to be a 4' x 6' plywood sheet. He duly notified the second mate, who was the watch officer, who in turn immediately commenced maneuvering the ship while notifying the captain and other crew members as to the situation.

The ship's main engine was brought down to maneuvering speed by 6:00 a.m., and the Virgo was brought about quickly while members of the crew commenced preparations to embark the two men in the water. By 6:36 a.m., in position 03-51 North 123-28 East, the ship was brought upwind, upcurrent, and was favorably positioned to enable a heaving line to be hurled down to the men. Also by

this time, the ship's crew had prepared the lee-side gangway, hung off cargo nets down at the water's edge as well as life rings attached to long lanyards. The vessel's midship stores crane was also cleared in case it was necessary to retrieve the men in that manner.

The men on the plywood sheet (which turned out to be a makeshift raft constructed from a pallet), were gently heaved alongside to the ship's gangway platform and made their way up on deck, where they received immediate attention for exposure and dehydration.

They related that they had been aboard a small inter-island ferry named the M/L Sarah, which had departed Sangihe Island (115 miles south of Mindanao, Philippines) on December 21 on an intended voyage to Davao City, Mindanao, P.I., with a total of 18 persons on board.

During the passage, while in the near vicinity of Marore Island (45 miles south of Mindanao) their craft suffered a broken tailshaft. Not having any equipment on board that would enable them to communicate with authorities ashore, the craft's captain and one crew member decided to paddle ashore on the raft, in hopes of getting assistance for their disabled vessel. Unfortunately, they apparently had not taken into account the Mindanao current, which flows to the southwest at two or three knots, and they were soon swept away approximately 120 miles into the Celebes Sea before they were sighted and rescued.

At 6:50 a.m., while the two men were being treated and their story passed on to the bridge, the ship was being slowly brought up to speed when a small craft was spotted approximately seven miles distant to westward. The ship's head was brought in that direction, and the vessel duly steamed toward the craft.



Bosun Mohamed Rawi helps with the safe embarkation of survivors from the stranded ferry.

The small craft, at first glance, when at three or four miles off, appeared to be the typical wooden craft often seen in these waters, with no indication of being in any difficulty. However, upon making a closer approach, and well within two miles, it turned out to be the M/L Sarah, with her entire complement on deck waving their arms and displaying a white cloth sheet with the words: We need help.

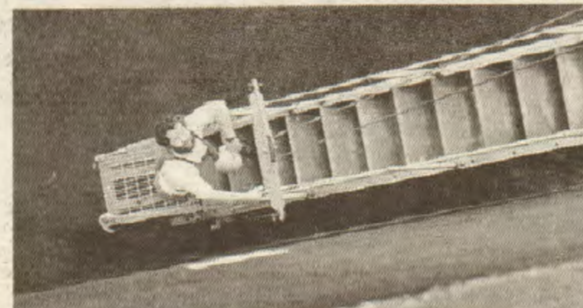
Others Brought Aboard

At 8:00 a.m., the ship again commenced maneuvering in order to make a safe approach to the Sarah, the first line sent out from the lee side at 8:38 a.m. At 9:00 a.m., the gangway was lowered and two men from the boat embarked the ship to speak with the captain. Their story was the same as that told by the first two survivors, and needless to say, having earlier lost sight of their two companions on the raft, and having presumed they had perished, they were stunned to hear of their survival and rescue.

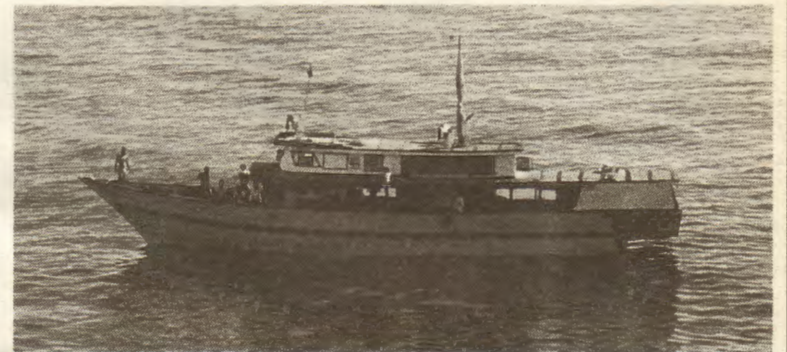
In view of the boat's apparent lack of emergency provisions, equipment and communications gear, and considering their perilous situation, it was decided to embark all crew and passengers from the Sarah and, hopefully, convey them to Davao City, where they could be disembarked onto a Philippine coast guard or naval vessel. Thus, at 10:41 a.m., with crew and passengers embarked aboard the LNG Virgo, the M/L Sarah was abandoned and cast off, and the ship set course for the Davao Gulf where, on December 27, 1997, at 2:25



Preparing the cargo nets, should they be needed in the rescue, are ABs Plese Russ (left) and Daniel Kayser.



Assisting in lowering the ship's gangway is QMED Randy McKenzie.



Two men aboard a make-shift raft (right) were the first to be rescued. They told of 16 others on the M/L Sarah, an inter-island ferry (above) which had suffered a broken tailshaft and was adrift in the Celebes Sea. The LNG Virgo maneuvered in the craft's direction and brought all survivors to safety.

p.m., in a position 10 miles south of Davao City, all were delivered safely onto the Philippine Navy patrol craft BRT Manuel Gomes.

There were no heroes in this tale, no heroics to speak of, only good men doing their good work, doing their best to assist those in need. It gives me great satisfaction to state, as is always the case, that every member of this ship crew turned-to, unbidden, to unite their efforts and talents during the incident.

Having said this, and in all sense of fairness, the following individuals should be recognized and highly commended for their actions:

Crew Commended

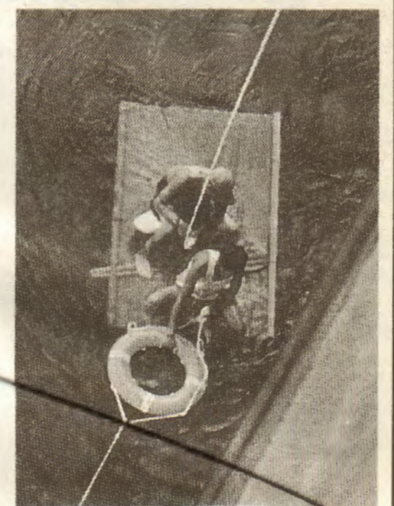
AB Greyson Brantley, lookout on duty, in carrying out his duties in a most capable and diligent manner, in sighting the survivors and keeping them in sight while the ship was brought about;

Second Mate Paul Grcubel, watch officer, in the very professional manner by which he commenced maneuvering the ship and arranged for additional assistance;

Second Engineer Michael Collinsworth and Chief Engineer Frank Hicken, on duty in the engine room, who did their utmost in responding to the SBE request from the bridge and very quickly prepared the ship's main engine for immediate maneuvering,

thus enabling the survivors to remain within sight at all times;

Chief Mate James Blanton and Bosun Mohamed Rawi, for taking charge of the deck in an



efficient and judicious manner, arranging for all equipment to be made ready for use in a very short time, and safely embarking the survivors;

QMEDs Ralph Gosnell and Randy McKenzie, who happened to be out on deck for their morning jaunt, and who immediately commenced to prepare the ship's gangway and assisted in every possible way;

Steward Zein Achmad and his gang, who provided stretchers, blankets, sustenance to the survivors, as well as graciously making room for the 18 "guests" who dropped in unexpectedly to share in the ship's traditional Christmas meal at sea, which had been postponed until December 26 due to the ship's stay in port.

[Other SIU crew members aboard the LNG Virgo at the time of the rescue were Chief Cook Michael Amador, AB Othman Chik, AB Bobby Branham, SA Dennis Burke, AB David Caudill, SA Kenneth Epps, QMED Richard Harris, AB Daniel Kayser, DEU Eric Orscheln, AB Plese Russ, SA Paul Russell, SA Desmond Torres, AB Charles Touzet and Chief Cook Cindy Winter.]

The story of the rescue is being submitted by Energy Transportation Corp. (ETC) for the Ship Safety Achievement Awards given by the Chamber of Shipping of America and the National Safety Council. ETC also will nominate the rescue to the National Women's Propeller Club for an additional award. Photos on this page were taken by DEU Orscheln.