

# SEAFARERS LOG



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## SIU GOES TO COURT!

UNITED STATES COURT HOUSE

# Union Argues To End Seamen's Work Tax

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Seafarers are shown here entering the federal district court building in Washington, D.C. to listen to arguments on the SIU's lawsuit to end the government's work tax on seamen. Story on page 3.

## President's Report

### Never Give Up

Generally, once the U.S. government issues a final rule most people accept it. But that's not the case when it comes to the SIU. When situations arise in which the welfare of Seafarers and their families and the profession itself are threatened, the SIU accepts no government decree as final.



Michael Sacco

Fighting to protect the calling and the livelihoods of Seafarers is the union's primary function. The union fights against any discriminatory practices toward Seafarers, whether in the form of an unfair government tax or any other scheme which will have an adverse effect on SIU members and their families. Some of these fights are big, some are small. Some are easily winnable; some are tough and drawn out. Some are fought on many fronts. Some have only one target. But in the end the details of the fight do not matter; what matters is the objective—fighting in behalf of Seafarers and their interests.

The so-called user fee the government has been attaching to merchant mariner documents and licenses since April 19, 1993 is, in effect, a work tax on American seamen, and so it is an example of a fight the union has become engaged in and will keep fighting.

The beef first started in 1991 when the U.S. Coast Guard issued a notice that it was making a rule that would result in fees being charged to mariners for the issuance of seamen's documents and marine licenses. In response to the notice, the SIU lodged strong protests over the scheme with the agency. In addition to the objections raised by the SIU, there was an outpouring of protest from individual seamen and boatmen, maritime companies, other government agencies and mariner training schools. In all, the Coast Guard received more than 3,000 comments on the proposal.

Despite the vigorous and near unanimous opposition to the fee from all elements of the industry, the Coast Guard ignored the objections and issued a final rule last April which implemented the fee scheme. When the final rule went into effect, of all the voices which had opposed the fee, it was the SIU which did not stop fighting. As soon as the final rule was in place, which meant the matter could be reviewed by a court, the SIU filed a lawsuit against the discriminatory fee. The SIU invited other maritime unions to join in the fight and, to their credit, each responded with enthusiasm.

Last month the union presented its case, as did the Coast Guard, to the judge assigned to this case. More than likely, the judge will rule on the suit in the next few months. It is our hope that he will agree with the union's position that the fee is a disguised tax and the manner in which the fees were set was flawed. If, however, the judge allows the tax to prevail, the union will consider a number of other options as part of our practice to keep fighting against any injustice or unfair practice against our membership.

To keep fighting is our mandate. If we stop just because the going is too rough, or because we get too restful, then our fighting instincts are gradually smothered. And it is our fighting instincts that best serve our mission to protect and advance the well-being and welfare of Seafarers and their families, our profession and our industry.

### Educational Opportunities

Seafarers, spouses of Seafarers and children of Seafarers who are considering higher education should take advantage of the scholarships available through the union and its plans. April 15 is the application deadline for grants that will be issued for the school term which begins in September of this year. The scholarship monies can make a big contribution to the cost of a college degree.

I urge any Seafarer or his or her family member who has higher education goals to take a shot at the Seafarers' scholarships.

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## Pena: Funds Put in Budget To Revitalize U.S. Fleet

Members of the Clinton administration announced that funding for a U.S.-flag merchant fleet revitalization program has been included in the 1995 budget.

Speaking last month at the AFL-CIO Maritime Trades Department (MTD) annual executive board meeting, both Transportation Secretary Federico Pena and Maritime Administrator Albert Herberger said they are working to implement a 10-year, \$1 billion Maritime Security Program (MSP), which was announced by the White House on February 7 as part of the Fiscal Year 1995 budget.

"Our comprehensive approach is inclusive and it lifts up the entire industry," Pena told the board, whose membership comes from 28 port councils and 42 affiliated unions representing eight million workers.

**For more coverage of the MTD meeting, see pages 6 and 7.**

"Previous attempts had focused on one of these issues or the other and they failed. I believe the stakes are too high and the opportunities too great for us to be satisfied with anything short of a comprehensive strategy," he added.

During the two-day meeting, the MTD formally kicked off a national petition drive that calls on Congress to pass and the president to sign legislation that will keep the U.S.-flag merchant fleet viable.



Before the MTD executive board, Transportation Sec'y Federico Pena states funding for maritime revitalization is an administration priority.

The board also heard from members of Congress, trade union officials and the head of the Federal Mediation Service on matters ranging from maritime to national health care reform to international trade.

If Congress approves the MSP, it would provide funds for approximately 52 U.S.-flag merchant vessels in the foreign commercial trade. Among the SIU-contracted companies expected to take part in the program are Sea-Land, Waterman, Crowley and American President Lines.

By participating in the MSP, companies agree to make their ships available or provide space

on board the vessels for the Department of Defense during national emergencies. All MSP vessels would fly the U.S. flag and carry American crews. Also, eligible vessels must be no more than 15 years old.

If implemented, the MSP would begin October 1 when the new federal fiscal year starts. Vessels registered within the program would receive \$2.5 million in each of the first three years. This would be lowered to \$2 million for each following year through Fiscal Year 2004. The program would be funded by a tonnage tax, which would bring in approximately \$100 million in

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## Key House Members Vow To Enact 1995 Ship Bill

Proclaiming that "a strong maritime lies at the heart of a strong country," House Majority Leader Richard Gephardt (D-Mo.) led a congressional bipartisan show of support for the U.S.-flag merchant marine during the Maritime Trades Department (MTD) executive board meeting last month.

Gephardt was one of five representatives addressing the board who stated they would work to implement a maritime revitalization program during this session of Congress.

Speaking about the administration's proposal to include a 10-year, \$1 billion Maritime Security Program (MSP) within the Department of Transportation's 1995 fiscal year budget, Gephardt said, "I and others in Congress are going to be fighting on your behalf to see that that entry into the budget is more than an entry—that it really happens."

### Boosts Industry

Joining Gephardt's call to implement maritime legislation was Rep. Jerry Solomon (R-N.Y.). He reminded MTD board members of the bipartisan effort in November to pass H.R. 2151, the Maritime Security and Competitiveness Act, which is serving as an outline for the Clinton funding proposal.



House Majority Leader Richard Gephardt (D-Mo.) pledges to the MTD executive board that Congress will pass maritime revitalization program with a funding mechanism this year.

Solomon noted the bill "represents a major step toward the revitalization of this industry." He added that he is optimistic that legislation will pass before the end of this year and the country will "be on our way to restoring our merchant marine to its once mighty status."

Concerning another matter dealing with the U.S. merchant fleet, the New York Republican voiced his concern that the Department of Defense is trying to circumvent cargo preference laws, which call for a certain percentage of Defense Department

cargoes to be carried aboard U.S.-built, U.S.-flag commercial vessels with American crews.

"Cargo is the lifeblood of the merchant marine. Without it, there simply will be no merchant marine," Solomon said. "And that is why it is absolutely necessary for the U.S. government to fully comply with our cargo preference laws."

"Instead of finding creative ways of circumventing those laws, would it not be refreshing if they spent that effort promoting U.S. vessels?" he asked.

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# SIU Presses Case to End Seamen's Work Tax

The SIU moved ahead in its fight to have the tax on seamen's employment set aside with an appearance before a federal district court judge on February 24 in Washington, D.C.

The union's lawsuit seeks to ban the fees which the U.S. Coast Guard has been charging for merchant mariner documents (known as z-cards) and marine licenses. The fees went into effect on April 19, 1993 after the agency had issued its final rule on the matter.

As soon as the final rule was in place, making the issue ripe for a court challenge, the union filed its lawsuit, arguing the so-called user fees were nothing more than a thinly veiled tax on seamen's employment and therefore unconstitutional. The lawsuit also charged that the manner in which the fees were established is flawed and based on inaccurate and out-of-date information.

## Maritime Unions Join Suit

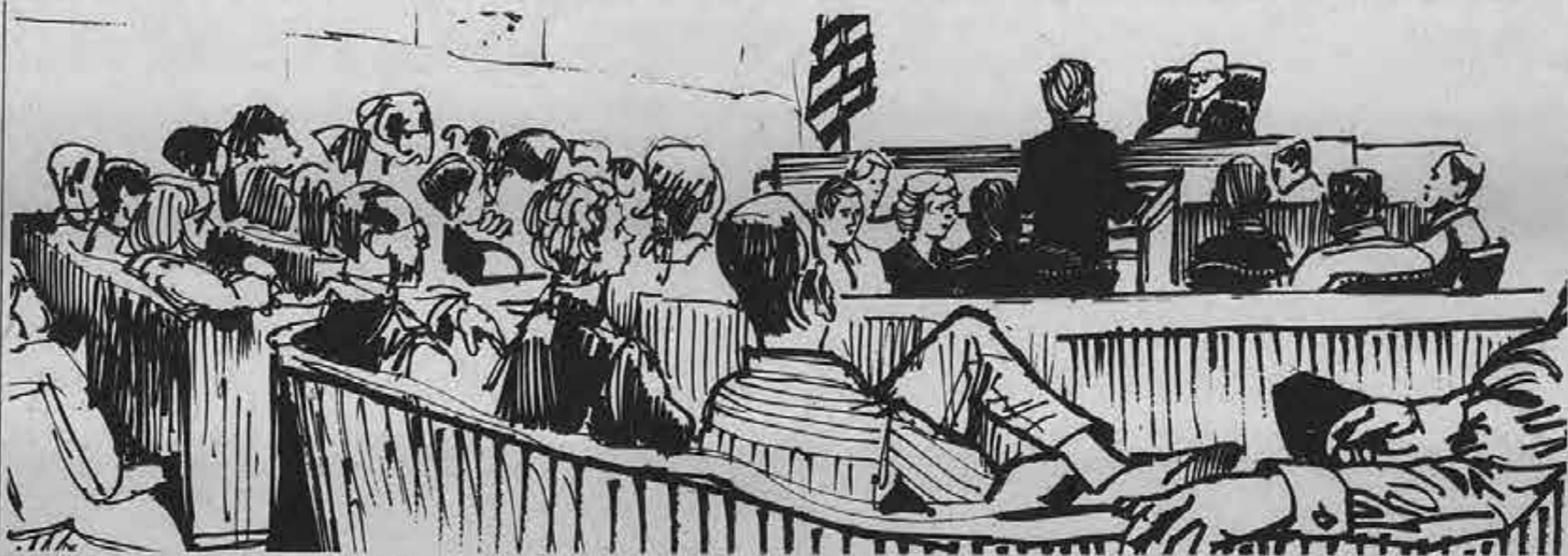
In submitting the lawsuit to the United States federal district court for the District of Columbia, the SIU invited other maritime unions to join in the legal effort to end the work tax on seamen.

In addition to the SIU, which encompasses the Sailors' Union of the Pacific and the Marine Firemen's Union, the following unions are plaintiffs in the suit: District 4 - National Maritime Union/MEBA (NMU); District No. 1 - Marine Engineers Beneficial Association; American Maritime Officers (AMO), District 2/MEBA; and International Organization of Masters, Mates and Pilots (MM&P). Additionally, five individual seamen are serving as plaintiffs.

## First Court Appearance

Since the suit was filed in April of last year, the union and the Coast Guard have been submitting their positions in writing to the court. The February 24 hearing provided a chance to both parties to make a presentation in person before Judge Louis F. Oberdorfer, who will rule on the case.

At the hearing, the union was represented by attorneys Stanley M. Brand and David E. Frulla of the Washington, D.C.-based law firm of Brand & Lowell. Joining



Federal District Court Judge Louis F. Oberdorfer listens to the SIU's arguments against the Coast Guard-imposed tax on seamen's employment. To the right of the union's attorney (standing before judge) is the plaintiffs' table where the SIU was joined by representatives of other

maritime unions. The Coast Guard's table is to the left. Seated in the audience are Seafarers, many of whom have applied for upgraded documents and licenses since April and thus have been subject to the so-called user fee.

the attorneys at the plaintiffs' table was SIU Executive Vice President Joseph Sacco, NMU Counsel Michael Derby and Karl Schwartz, staff editor for the MM&P. In the audience were some 25 Seafarers, many of whom have upgraded their documents and licenses since April and have thus been subjected to the unfair tax.

In the union's opening statement, attorney Frulla stated that the charge for marine documents and licenses is in effect a work tax on American seamen and boatmen and not a true user fee. The union's counsel argued that government agencies are only legally allowed to collect fees for a service when the service in question is primarily designed to benefit its recipient.

## Fees Unconstitutional

In the case of marine documents and licenses, Frulla said, the beneficiaries are primarily the public, the environment and the vessel owners and operators and not merchant seamen and boatmen. He demonstrated that, from 1852 to the present, laws addressing the qualifications and ratings and licenses of merchant seamen can be directly linked to public outcry for safe waterborne transport of passengers and cargo, and, more recently, a clean, oil-spill-free environment. Inevitably, Frulla said, each law was passed in the wake of a shipping disaster.

The union argued that the fact that the charge fails to meet the narrow requirements of a user fee makes the fee an impermissible employment "tax" for seamen and boatmen. As government agencies such as the U.S. Coast Guard do not have the power to tax, and only Congress can levy taxes, the so-called user fee on marine documents and licenses should be disallowed, the SIU counsel said.

The court also must examine the unfair manner in which the

fees were established, Frulla said. In setting the fee structure, the Coast Guard adopted a "trust us" attitude and never showed or confirmed that the cost and personnel data they used were current or accurate, he said. The data the Coast Guard used was, however, at best "suspect" and at worst grossly flawed. The agency established fees for marine documents and licenses which range from \$35 to nearly \$300 based on that erroneous information, the SIU lawsuit charges.

Additionally, union counsel argued, the Coast Guard built into the fees a 29 percent overhead charge without providing any details on why that amount is relevant to the process of issuing marine documents and licenses. This charge "is not related to documentation. The Coast Guard is making ballpark guesses," said Frulla.

Seamen and boatmen "are not looking for rocket-science

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# DOT Head: Inland Safety a 'Priority'

The head of the Department of Transportation urged Congress to enact legislation that would include all-encompassing changes in the way the inland industry is regulated to insure safe operations along the waterways and coastal regions.

Secretary of Transportation Federico Pena outlined a series of ideas developed by his department to improve the safety along America's navigable waterways. Among the proposals he discussed were more stringent licensing requirements, documentation of all boatmen, Coast Guard inspection of all tug and towing vessels, testing and training of the men and women who work on inland vessels and improved navigational aids aboard the boats.

Speaking before the House Coast Guard and Navigation Subcommittee on March 3, Pena told the panel he and his department are prepared to work with Congress in creating and passing such legislation. He recommended September 22 (the one-year anniversary of the Amtrak derailment in which 47 people died near Mobile, Ala. after a bridge was knocked out of alignment when a tug/barge hit the structure) as the date he would like to place inland safety legislation on the president's desk for his signature.

## Stronger Licensing Regs

Calling the effort to improve waterborne transport "one of our highest priorities," the secretary outlined for the subcommittee his ideas for increasing safety in the industry.

"First, more stringent licensing requirements for operators of uninspected towing vessels must be developed, and these licenses should have levels of qualification," Pena said.



Safety on the nation's waterways must be improved, said Transportation Secretary Pena (left) to a House panel. He urged Congress to adopt a comprehensive bill on the matter.

His proposal would place restrictions on the licenses based on the route, tonnage or horsepower of a vessel as well as the towing configuration. Pena proposed a three-year apprenticeship as the first step to qualify for a basic license only.

In order to advance, the operator would have to receive "practical, hands-on training or a Coast Guard-approved simulator course and pass a written, practical or simulator examination or some combination thereof."

## Equipment Guidelines

The next step in the secretary's approach for a safer inland industry is to establish guidelines for radar and navigational equipment on board the vessels.

He called for tugs and towboats to have on board up-to-date charts of the areas in which they sail, current or corrected navigational publications and marine radar for surface navigation.

The secretary also noted a

compass and depth finder may be necessary for safe navigation.

Another area in which Pena said he wants to see improvement is the field of accident notification.

"The rule must be — when in doubt, report," he stated to the subcommittee. He said there have been many times when a pilot was in doubt whether to report a barge striking an object. Such a change in the laws would remove all doubts.

In order to make sure such a rule would be practiced, Pena proposed raising the fine for not reporting an accident from \$1,000 to \$25,000.

## Improve Navigational Aids

A fourth step in making inland waterways safer would be to improve the aids to navigation in the vicinity of bridges and other obstructions in the channels.

As with the reporting of accidents, Pena said he would like to see the penalties stiffened for

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## Highlights of SIU Case

Below are some excerpts from the court filings of the SIU's lawsuit against the U.S. Coast Guard's so-called user fees for merchant mariner documents and marine licenses.

- "The Coast Guard employed impermissible factors, including its costs, public policy, and merchant seamen's ability to pay the license and document fees to be assessed, in calculating [the] fees. In so doing, the Coast Guard seeks to impose what constitutionally amounts to a tax on merchant seamen."
- "A fee must (1) be based on the value conferred on the recipient; (2) be capped by the agency's direct costs; and (3) not charge the service recipient for independent public benefit."
- "Every licensing and documenting initiative was a legislative reaction to a major maritime disaster (or series of them) which killed many members of the public and/or caused an environmental catastrophe."
- "Licensing and documenting was required historically and in preponderant part for the public good."
- "The Coast Guard's calculation of its merchant mariner licensing and documenting program costs is not based on legal or permissible criteria and falls under the Administrative Procedure Act."
- "The Coast Guard's time calculations [used in setting the fee] are based on its and its regional offices' dated, hasty, and often politically and bureaucratically motivated guesses."
- "The Coast Guard decided to apply a 29% surcharge to its program costs to capture what it asserts is extra regional exam center-based general support/headquarters overhead for the licensing and documenting program."
- "Neither plaintiffs nor the court need accept on blind faith the government's assurances that the 29% surcharge pertains to mariner licensing and documenting."

## SIU Backs Fishermen's Protest

# Tough Regs Limit Access to Groundfish Fishery

SIU fishermen in New Bedford, Mass. face tough new federal regulations this spring that are intended to help restore and rebuild the Georges Bank groundfish and scallop stocks which have been in noticeable decline in recent years.

The National Marine Fisheries Service, part of the Department of Commerce, is gearing up to enforce their groundfish and scallop fishery management plans beginning in March. (Groundfish is the general term for a large number of commercially important species such as cod, haddock, various flounders and more.)

Perhaps more than any other region, New England's fish stocks are thought to be in serious danger of depletion. As a result, the area is becoming a testing ground not only for extremely strict measures to reduce fishing effort, but also for structuring economic assistance when federal efforts to manage fisheries fail.

Henri Francois, SIU Port Agent in the port of New Bedford, recently attended the second of eight planned meetings in Northeastern coastal communities with Rep. Barney Frank (D-Mass.) and John Bullard, head of the new Commerce Department Office of Sustainable Development and Intergovernmental Affairs. An estimated 300 concerned New Bedford fishing industry representatives including SIU officials and members overflowed a local meeting room both to make sug-

gestions and vent frustration over the difficult times they face. Those industry members noted that for the first time, government officials are admitting partial blame for the current state of the New England groundfish fishery due to its efforts to unnecessarily build up commercial fleets over the past 20 years.

The plan to aid industry members in New England is seen as a model for providing relief to fishermen displaced by management measures.

Frank, whose congressional district includes this coastal city, talked to Commerce Department officials and got them to postpone the requirement for Vessel Tracking Systems or "black boxes" aboard both scallop and groundfish vessels for up to six months.

Both the scallop and groundfish recovery plans require the purchase of these expensive tracking devices, which cost about \$5,000 plus monthly connection fees, to monitor the restrictive "days-at-sea" limitations.

However, as the Seafarers pointed out during the amendment process, these black boxes are both intrusive and unnecessary, and so this delay will give the industry an opportunity to prove that a call-in system can work. The SIU has opposed the government's plan to force fishermen to acquire and use the so-called black boxes.

Frank promised to seek funds

to pay for the transponders if the NMFS decides to reinstate their use. All permitted vessels affected by either plan would be eligible, and those which already have purchased one could apply for a rebate.

### SIU Presses for Relief

Any type of economic assistance package, however, is likely to be much longer in coming. In the meantime, the SIU has been pressing for near-term relief to alleviate the hardship felt by many in New Bedford and other New England communities.

The frustration with the Commerce Department's slow response led hundreds of fishermen and as many as 100 boats—including SIU-contracted vessels—to sail into Boston Harbor on February 28 to bring their plight to the attention of Governor William Weld and the people of Massachusetts. This action has brought the issue to the fore at both state and federal levels, but no concrete actions were in place as the *Seafarers LOG* went to press.

### Economic Earthquake

In Washington, Senator John Kerry (D-Mass.) has succeeded in attaching language to the \$7.6 billion California earthquake relief measure. Kerry's amendment authorizes the Secretary of Commerce to make up to \$550 million available to the fishing industry for disaster aid. Francois and other community leaders in

New Bedford have spearheaded efforts to liken the fishery collapse to any other natural disaster with severe consequences for various local communities.

According to an aide, Senator Edward Kennedy (D-Mass.) expressed displeasure over the Commerce Department's slow response to the crisis in New England. Kennedy contrasted this with the well-coordinated and high-profile response the Clinton Administration made to the timber issue in the Northwest.

Recently, several congressional leaders held a meeting with Commerce Secretary Ron Brown. Senators Kerry,

Claiborne Pell (D-R.I.), and Representatives Frank, Gerry Studds (D-Mass.), Olympia Snowe (R-Maine) and Jack Reed (D-R.I.) also stressed the need for immediate short-term relief to complement the long-run solutions being pursued by Bullard. They pointed out the vast importance of the fishing industry has to the economies of their states.

Among the immediate community needs are development funds for economic development, development of new markets for under-utilized species, low-cost debt restructuring, unemployment benefits, retrofitting boats to take advantage of new fisheries, and family counseling.

## AFL-CIO Urges Backing Of Kings Point Facility

The AFL-CIO announced its opposition to a Clinton administration proposal to cut funding for the U.S. Merchant Marine Academy in Kings Point, N.Y. and to begin charging tuition to the men and women studying at the institution.

In a resolution passed unanimously at the national labor federation's executive council meeting last month, the AFL-CIO called on the White House and Congress "to continue full funding for the U.S. Merchant Marine Academy and to make maritime training and education an important element in a comprehensive policy to rebuild the domestic-flag fleet."

The resolution was presented by the Maritime Trades Department, after its executive board had passed a similar resolution the week before during its annual meeting.

The council noted that the academy is symbolic of the importance of U.S.-flag shipping to this nation. The loss of this beacon would signal a loss of will to maintain this vital industry.

AFL-CIO President Lane Kirkland, who sailed as a mate during World War II, told a press

conference that the academy is an essential part of the nation's maritime system.

"Maintaining and improving this system is especially important at a time when ongoing developments in shipboard technology require seafarers to possess advanced knowledge and superior technical skills," Kirkland stated.

"The administration's proposal to reduce the academy's funding and charge tuition would be a further abdication of government's essential role in preserving a domestic merchant fleet and a corps of highly qualified merchant seafarers. We have long decried the government's failure to stop the severe decline of the U.S.-flag merchant marine, which has played such a critical role in international commerce and in fulfilling America's military sealift requirements during wartime."

The idea to cut the amount of money provided to the academy as well as apply a tuition first surfaced in Vice President Al Gore's National Performance Review, also known as the reinvented government document, in September 1993.

## DOT, Bentley and U.S. Carriers Balk at Cargo Preference Waiver

Rep. Helen Bentley (R-Md.) has vowed to ensure U.S. government compliance with its own cargo preference laws at a time when the Defense Department proposes to establish test programs that would allow the waiver of such laws, ostensibly in the interest of improving the defense acquisition process.

U.S.-flag carriers and the Department of Transportation (DOT) are voicing strong objections to the trial programs, under which U.S. military cargoes would not have to be transported on American-flag ships.

A longtime supporter of the U.S.-flag merchant marine, Bentley recently told the Navy's Military Sealift Command (MSC) and the Maritime Administration (MarAd) that she specifically will monitor an imminent military assistance shipment (25,000 tons of munitions) for Greece to make sure cargo preference mandates are met.

"I and many others in the Congress have received numerous complaints from the U.S.-flag maritime community about the (MSC's) attempts to divert military foreign assistance cargoes to Navy-owned vessels under MSC's control, Bentley said in a recent letter to Vice Admiral Michael Kalleres, who is in charge of the sealift command.

Similarly, in a letter to Maritime Administrator Albert Herberger, Bentley charged that there have been frequent occasions when MSC failed to

"properly address the privately owned U.S.-flag commercial vessel preference requirements of MarAd."

Meanwhile, other cargo-preference supporters are lining up against legislation introduced last year by Senator John Glenn (D-Ohio) that would allow the government to hire foreign-flag ships to move American military shipments. That waiver is part of the defense acquisition reform program, which in turn has roots in Vice President Gore's reinventing government plan.

The Defense Department claims that its pilot programs will not "adversely affect in a material way the economy [or] a sector of the economy."

But James Henry, president of the Transportation Institute, a trade association representing U.S.-flag vessel operators in domestic and international commerce, pointed out, "By failing to perform a regulatory impact analysis, DoD has ignored the effect that a waiver of cargo preference statutes will have on the merchant fleet. . . . Cargo preference is a core element of the government's oft-stated policy to maintain a strong commercial fleet, and must not be jeopardized in the name of acquisition reform—an effort whose rewards for waiving cargo preference would be speculative at best."

Likewise, the American Maritime Congress warned that suspending cargo-preference laws would have a "devastating



Rep. Helen Bentley vows to make sure cargo preference laws are adhered to.

effect" on the U.S.-flag merchant fleet.

The DOT also is on record as opposing the trial programs. In a letter to Deputy Under Secretary of Defense for Acquisition Reform John Deutch, the DOT stated that it "has serious reservations about the proposed pilot program policy. . . . Allowing cargo preference requirements to be waived by the pilot program would have an adverse impact on privately owned and operated commercial U.S.-flag vessels."

At least one major U.S.-flag operator indicated that waiver of cargo preference laws "could significantly affect our interest in continuing to exist as a U.S.-flag operator in the international trades," according to newspaper reports.

No hearings have taken place regarding the legislation authorizing the pilot programs.

# Despite Icy Waters, Lakes Season Looks Good

Despite sub-zero temperatures and piles of snow that covered the Midwest and caused most of the Great Lakes to freeze over this winter, early indications are calling for a strong start to the 1994 sailing season on the Lakes.

"Steel mills report high operating rates and are requesting fleets be ready to lock down with iron ore as soon as the Soo Locks reopen this month," stated Glen Nekvasil of the Great Lakes Carrier Association, which monitors the action of U.S.-flag shipping on the Lakes.

The Great Lakes basin is the heart of the American steel industry, hosting more than 70 percent of the nation's steelmaking capacity. The production of one ton of steel requires about 1.35 tons of iron ore, plus some quantities of fluxstone and coal. As a result, iron ore, coal and stone are the three largest commodities moved on the Great Lakes.

"The locks will be open on March 25, but how many ships will flow through will be determined by the Coast Guard and their

icebreakers. It will certainly be a tough opening," Nekvasil told a reporter for the *Seafarers LOG*.

He noted that weather and ice conditions were not especially conducive to the ore trade at the end of the 1993 season. Ice formations in the connecting channels were six to eight feet thick. "Ice plugs" developed in certain key sections, and commercial vessels needed assistance from Coast Guard icebreakers to continue their transits.

The ice along the St. Clair River, which flows past the Algonac, Mich. SIU hall from Lake Huron to Lake Erie, is shore to shore. "There is no doubt that the ice is bad but our crews will go out as scheduled and meet this cargo demand. We are hoping for the best season yet," said Tim Kelley, Algonac port representative.

### Heavy Ice

The U.S. Coast Guard cutter *Mackinaw*, the largest icebreaker stationed on the Great Lakes, was very active in keeping the ore trade going at the end of the

season and will be a major contributing factor in the success of this year's fitout. However, the *Mackinaw* is slated for decommissioning this May.

"The upcoming loss of the *Mackinaw* has many in the Great Lakes shipping industry questioning if early and late season operations will be feasible in future years," Nekvasil said.

George Ryan, president of Lake Carriers' Association, cautioned that a March 25 opening will be a formidable task if current weather conditions persist. "Even in a normal winter, resuming navigation is more difficult if only because the absence of vessel transits has allowed the ice to reach maximum strength and thickness. Now it is reported that Lake Superior has frozen over for the first time since 1978. That means the ice field in Whitefish Bay could be unusually thick in March. Only the *Mackinaw* can open Whitefish Bay under such conditions and let the iron ore start moving through the Soo Locks," Ryan noted.

### Fitout Plans

"Fitout dates are very tentative at this time," Kelley told the *Seafarers LOG*. "Inland Lakes Management and American Steamship have given us fitout dates through April and May but we expect changes." He added that SIU members should be in touch with the hall to find out when ships will be crewing.

As fitout begins, engine and steward department members will be the first to arrive aboard the vessels. While the galley crew takes care of getting food ordered and prepared for the season, the engine department will make necessary repairs to the engines



Deckhand Cornel "Tiger" Leahu (right) asks Algonac Port Representative Ken Homer when he should report to his ship.

and refill all the pipes emptied during layup to prevent ice from forming and bursting the pipes.

Depending on what is being done in preparation for the season, the deck crew will arrive from a few days to two weeks later, and the vessel will depart a couple of days afterward.

### Late '93 Season

SIU crewmembers got a jump on the 1993 navigation season when the *American Republic* left the port of Toledo, Ohio on February 18. The official season began on March 16 with the sailing of cement carriers *Alpena* and *S.T. Crapo*. Cement carriers are typically the first vessels out after winter.

The Great Lakes season for

1993 wrapped up on January 15 with the closure of the locks. A year-end surge in cargo demand allowed bulkers to unload extra iron ore pellets, stone, coal, cement and other products used in the region before being forced to tie up.

The association reported that during the 1993 season, U.S.-flag dry-bulk carriers were in service a total of 317 days. Shipments of all commodities aboard U.S.-flag lakers totaled 107.9 million tons, an increase of 2 percent over figures for the '92 season. Iron ore remained the primary cargo for Great Lakes carriers—shipments in U.S. bottoms totaled 56.6 million tons, an increase of 1.75 percent over the previous year.



Algonac Port Representative Brian Brdak shows AB David Smith a tentative fitout schedule.

## New Cove Tanker Crewed by SIU

Seafarers sailed aboard the *Cove Endeavor*, a newly contracted tanker, for the first time on January 15 out of Portland, Ore. The vessel is considered to be one of the finest American flag tankers of its class.

In ships minutes sent to the *Seafarers LOG* by the *Endeavor* crew, Bosun Clyde Smith reminded the crewmembers that they are the first SIU members aboard the vessel, and working together will make the ship as fine as union ships can be.

The vessel picked up its first cargo of crude oil in Panama and delivered it successfully to St. James, La. The *Endeavor* will transport crude oil to different

ports throughout the U.S.

Once the ship reaches a port, it ties up to the designated pier and hoses (or chicsan) are hooked up to the manifold to onload or discharge the cargo. The ship will remain in port between 24 and 30 hours to complete this process.

Al Middleton, personnel manager for Cove Shipping, told a reporter for the *Seafarers LOG* that "the union and the company have a very good relationship." He added that the galley gang prepares excellent meals that are enjoyed by the entire crew. "All in all, SIU crews are hard workers, and they always get the job done," Middleton said.

The tanker is 810 feet long,

105 feet wide and has a top speed of 15 knots. Seafarers already sail aboard the other Cove Shipping vessels, the *Cove Liberty* and the *Cove Trader*.

Seafarers who sailed on the *Endeavor's* maiden voyage in the deck department with Bosun Smith include Timothy Troupe, Nathaniel Rivera, Ronald Huyett, Robert Brown, Paul Van Hollebeke, Matthew Sandy and Zaid Alderwish. In the engine department are Mark Grendahl, Dennis Riley and Steve Tebbe. Thomas Wybo, Ahmed Muthana, and Mohamed Ahmed sailed in the steward department.



Bosun Clyde Smith reports the first voyage of the tanker *Cove Endeavor* with an SIU crew was a big success. The vessel onloaded crude oil in Panama and delivered it to St. James, La.

## Hannah Tugs Never Stop



The SIU-crewed *James A. Hannah* pushes a barge of liquid fertilizer from Chicago through the ice of Lake Michigan to Muskegon, Mich.

For OTS Transport tugboats and barges which are designed to operate year-round on the Great Lakes, the coldest winter in more than a decade provided no breaks in service for the vessels or their SIU crews. As all five Great Lakes froze over—many for the first time in more than 15 years—these workhorses delivered fuel oil through the bitter cold temperatures and heavy ice.

"It was very slow for us this winter but operations never ceased," said Ed Hogan, operations manager for OTS Transport (also known as Hannah tugs). "We have always requested some type of Coast Guard assistance, but this year it seemed almost constant to get through the iced waterways."

Hogan noted that the Coast Guard was called in for track maintenance throughout the winter months. He recalled that so much Coast Guard assistance is unusual for the tugs but became necessary as the winter conditions on the lakes became progressively worse. Coast Guard icebreakers cut relief tracks for the tugs, which allowed the vessels to plow through adjacent ice, pushing the broken ice

into the cleared path.

The tug-barge combinations each maneuver the tight bends and turns of the lakes' tributaries that others cannot. In the winter, Hannah tugs can be found pushing barges filled mainly with petroleum products on lakes Michigan, Huron and Erie. In the summer months their cargos are extended to include asphalt, cement and stone.

"The SIU men and women who crew our tugs are very dedicated and hard-working. You have to be, to be able to sustain such weather conditions," Hogan noted.

Three of the 12 SIU-crewed OTS/Hannah tugs continued operations during the winter months to fill the demand for petroleum products along the lakes. They are the *James A. Hannah*, *Mary E. Hannah* and the *Mark Hannah*.

Other SIU-crewed Hannah tugs which are in layup for the winter include the *Donald C. Hannah*, *Margaret M. Hannah*, *Kristin Lee*, *Susan W. Hannah*, *Peggy D. Hannah*, *Daryl C. Hannah*, *Hannah D. Hannah*, and *Mary Page Hannah*.

OTS Transport is based in Lemont, Ill., a suburb of Chicago.

# House Members Pledge to Pass Ship Bill in '95

Continued from page 2

Also questioning the efforts to disregard cargo preference laws was Rep. Neil Abercrombie (D-Hawaii), a member of the House Armed Services Committee and another longtime supporter of the U.S. merchant marine.

### Attacks Waiver Request

Abercrombie told the executive board that the secretary of defense had appeared before the House committee to gain approval to waive cargo preference laws.



Rep. Solomon

"They want to get waivers," he said. "You know what waiving is to me? Waiving is bye-bye! That means bye-bye to the American maritime industry. I was shocked."

The representative went on to say the reason the secretary wanted the waivers was that the Defense Department could ship military supplies cheaper on foreign-flag vessels.

"I resent someone standing up there who is defending the United States of America and they are willing to take what I consider slave labor," Abercrombie stated. "Slave labor?! Of course, it's cheaper when you have slave labor. What choice do they have?"

The Hawaii Democrat pointed out that several of the nations listed as allies (and therefore considered for transporting goods)—specifically naming Panama, Liberia and Russia—were having internal crises of their own.

### Seeks Additional Sources

Regarding the administration's proposal to fund the MSP through a tonnage tax that would



Addressing a standing-room audience, Rep. Neil Abercrombie (D-Hawaii) encourages the MTD executive board to fight for strong U.S.-flag maritime legislation. Pictured at far left is MTD President Michael Sacco.

collect an estimated \$100 million annually, he noted, "If we can pass a tonnage tax, I want every single penny of that matched by money coming out of the Department of Defense."



Rep. Ackerman

"If you have people who say that they can defend the continuation of Star Wars and intercontinental ballistic defense research and technology,

then they ought to be able to defend equally the capacity to have a merchant marine ready and able not only to go to war but to engage in the commercial war that the president himself said we are involved in right now on a global basis," Abercrombie stated.

"The money is there. It's our money and our policy."

Rep. Gary Ackerman advised the executive board to keep fighting for maritime legislation despite inclusion of the MSP in the Transportation Department's budget. He called 1994 "a pivotal year for maritime policy."

"At long last, we have the opportunity to reverse the terrible decline of the Reagan/Bush years, when our government turned its back on America's

shipyards and the U.S.-flag merchant marine," noted Ackerman, within whose New York district is located the U.S. Merchant Marine Academy at Kings Point.

"Finally, we have a chance to tell the thousands of working men and women who serve in the maritime trades that they may no longer have to fear the loss of their jobs."

In welcoming the group to south Florida, freshman Rep. Peter Deutsch (D-Fla.) stated he is committed



Rep. Deutsch

to passing legislation this year "to make sure we are going to have a maritime industry in this country."

# MTD Urges Congress to Pass Health Care Reform This Year

From labor officials to members of Congress, the message was the same at the Maritime Trades Department (MTD) executive board meeting last month: Health care reform is needed to aid the working people of the United States.

In presenting the department's resolution to the board, MTD President Michael Sacco noted the "resolution confirms our commitment to work with unstoppable energy to secure passage of a national health care system—a health security act for all Americans."

He pointed out that the enemies of such legislation are the same as during the 1936 fight for Social Security as well as the 1965 battle for Medicare.

"On the enemy list are certain business interests, conservatives, the health insurance lobby and, of course, the doctors' lobby—the A M A (American Medical Association)," Sacco said. "It is the very same crowd



Tom Donahue

which has opposed every major law that has helped working people and their families in this century."

After listing excuses used by these groups to try to stop Social Security and Medicare, Sacco stated, "We are not going to let these elite, powerful, rich, entrenched, selfish interests block a fair and comprehensive health care system for all Americans!"

The resolution, which passed unanimously, noted approximately 39 million Americans have no health in-

urance. Many of the new jobs being created offer little, if any, health care coverage to workers. Surveys have shown that unless action is taken soon, as many as one-third of those who now have coverage will lose it in 10 years.

### Outlines Principles

With several plans being debated before the House and the Senate, AFL-CIO Secretary-Treasurer Thomas Donahue reminded the board members what the trade labor movement will be fighting for in health care legislation.



Robert Georgine

"We still stand on our basic principles: quality care, universal coverage and cost containment," Donahue said. "Those are the bedrock on which a new system has to be based."

He pointed out that the plan presently proposed by the Clinton administration meets the criteria. "We can support the Clinton plan so long as it stays as it is," he added.

Donahue noted trade unionists will fight against any proposal that calls for the taxation of health benefits as a means of paying for the plan. "We're not going to discuss the taxation of our benefits," he said after noting that union members have given up wage increases in order to have those benefits.

### Pays for Others

Backing up Donahue's call was Robert Georgine, the president of the Building and Construction Trades Department.

"Our collective bargaining system can't support the weight

of health care any longer," Georgine told the gathering.

He stated that through collective bargaining, unions have paid for health care coverage not only for their members but also "for everybody else that does not have insurance." He talked about states like New York that add 26 percent to medical bills to cover people who do not have insurance.

"Who pays for it?" he asked. "We pay it. So, we're paying for people now that do not have health insurance."

Under the plan offered by the White House, employers would be mandated to provide coverage for their employees. Other proposals before Congress do not go this far.

### Attacks on Program

Robert McGlotten, director of the national labor federation's legislative department, warned the executive board that attacks are focusing on the employer-mandate issue. He noted that if employer mandate was removed, it could mean "that any kind of health care program that will come about will possibly be one that will come after us in terms of taxation of employee benefits."



Bob McGlotten

He pointed out that the primary issue in all collective bargaining agreements reached in the last eight years has been health care. "We haven't been able to put more money into our members' pockets," McGlotten said. "What we had to do was compensate to cover for the cost of health."



MTD Vice President William Zenga calls on the federal government to streamline the procedures for getting permits to dredge New York and other metropolitan harbors.



Describing his agenda for the federal mediation and conciliation service to the MTD is John Calhoun Wells, the agency's director.



An Amtrak *Sunset Limited* passenger describes at a December hearing the events that led to the derailment of the train after a barge rammed a bridge over Big Bayou Canot near Mobile, Ala.

## Investigation Continues Into Train Derailment

The pilot of the tug which caused the derailment of Amtrak's *Sunset Limited*, failed the Coast Guard License exam seven times and was involved in several other accidents before the disaster that claimed the lives of 47 people on the night of September 22.

According to *The Journal of Commerce*, the pilot of the *MV Mauvilla* was promoted and demoted several times before the accident on the Big Bayou Canot near Mobile, Ala. He also had three minor accidents within a three-month period while piloting other boats.

Federal investigators report that the pilot of the *Mauvilla* became lost in fog and unintentionally entered the Big Bayou Canot, where barge traffic is prohibited. The string of barges being towed got loose and struck a nearby bridge, causing a section of the railroad bridge to be knocked 41 inches out of alignment. The shift left a bridge girder in the path of the oncoming train and ultimately caused the *Sunset Limited* to plunge into the muddy bayou waters.

Factors involved in the derailment of the passenger train, according to federal investigators, include a lack of navigational tools aboard the vessel, the pilot mistaking the bridge for a barge on the radar and absence of lights on the bridge or warning signs at bayou waters.

According to Leon Katcharian, a National Transportation Safety Board (NTSB) marine accident investigator, a full report on the Amtrak accident will be made public early this summer. Included in the report will be a final conclusion as to the official cause of the derailment and recommendations to government agencies, companies, trade organizations and industry for future prevention of such disasters.

Based on the findings of a recent NTSB review, Secretary of Transportation Federico Pena directed the U.S. Coast Guard and Federal Railroad Administration to undertake several initiatives to minimize the risk of another accident occurring similar to the *Sunset Limited*. The proposal included more stringent licensing requirements for operators of uninspected towing vessels. This would call for towboat operators to pass simulator tests and written exams each time they want to upgrade their licenses.

The plan would upgrade the requirements for radar and navigational equipment on towboats. It would look into improving the way mishaps and accidents are reported.

Pena's proposal also would seek new means for checking the structural integrity of bridges and strengthening emergency preparedness while enhancing the prospects for victims' survival should a crash occur.

# Budget Includes Funding For U.S. Merchant Fleet

Continued from page 2

each of the 10 years.

### Positive Step

MTD President Michael Sacco called the inclusion of the program in the federal budget "a recognition of the need for positive means to reverse the dangerous decline of America's merchant shipping capability."

"President Clinton and Secretary Pena are to be commended for their recognition of the seriousness of the U.S. fleet's present plight and the need for immediate action to avoid the calamity that would befall this nation should its maritime posture be ignored," Sacco added.

Pena praised the tenacity of the maritime industry, specifically naming Sacco and AFL-CIO President Lane Kirkland, in pushing for legislation that served as the model for the administration's proposal. That bill, H.R. 2151, passed by an overwhelming margin in the House of Representatives in November.

### Maritime Is 'Priority'

He noted the continued efforts of the maritime community kept the legislation and industry before Congress.

"This industry, sometimes out of sight with the exception perhaps of those of us who come from port communities, is absolutely critical to our economy and to our global competitiveness and to our national security," the secretary told the gathering. Because of the efforts by the maritime unions and industry, Pena pointed out the merchant marine was not overlooked in the FY '95 budget. "This president stood up and said to the nation and the Congress: This is a priority," he stated. "And that's why, in a very difficult budget—and you all have heard about the cuts that other departments had to take because we all had to stay within budget caps that both the Con-



Maritime Administrator Albert Herberger tells the MTD executive board that the Clinton maritime program will "preserve good jobs on American ships."

gress and the administration agreed to do—even in that context, the president said, 'I want to make this a priority.' That indicates how important this is."

### Plan Summarized

Pena outlined the four key parts of the MSP: maintain a modern U.S.-flag merchant fleet, provide sealift during national emergencies, ensure the U.S. flag will fly on the high seas to transport international commerce and preserve maritime jobs.

The secretary added that the Transportation Department budget also included funds to cover loan guarantees for shipbuilding, export ship construction and shipyard updating.

Pena said, "A healthy maritime industry is a central element not only in our defense readiness, but in our nation's competitiveness as well."

### Supports Secretary

Adding emphasis to the secretary's words was the head of the Maritime Administration (MarAd), Vice Admiral Albert Herberger (Ret.).

Referring to the MSP, he said it would not only "preserve good jobs on American ships, it will help maintain a well-trained crew base available to crew commercial vessels, military sealift vessels and Ready Reserve Force vessels. The program recognized that the U.S.-flag fleet provides essential service and jobs, and creates a supporting infrastructure paid for by the private sector."

As this country redeploys its troops from locations around the world to bases in the United States, Herberger noted the armed forces will need all modes of transportation necessary to move people and materiel quickly.

"That requires airlift and sealift," he stated. "In the absence of timely sealift, the strategic concept of power projection of heavy forces and global reach will be merely hypothetical. The commercial U.S.-fleet is a cost-effective source of auxiliary military sealift."

"The message is that American ships, American shipyards and other supporting industries—and American seafarers, shipyard workers and those who labor in supporting activities—remain important to our national defense today and will in the future."

### Shipbuilding Addressed

Herberger listed several reasons for including funds for loan guarantees for shipbuilding

and modernization of domestic shipyards within the budget: "Overage, obsolete fleets; environmental and safety pressures from the Oil Pollution Act of 1990 and International Maritime Organization fallout; and the increased volume of trade."

The admiral stated that the need for a modern merchant marine as well as state-of-the-art shipyards are linked directly to the country's role "as a military superpower and world leader in international trade."

"The American merchant marine is an important source of seapower for America's armed forces. In addition, it is vital to our economic interests to maintain a critical level of commercial presence in maritime markets."

Continuing on the theme of commercial shipbuilding in the United States, MTD President Sacco pointed out that American workers have been turning out "the most technologically advanced naval ships in the world."

"Shipbuilding labor has the superior skills, the high productivity and, in short, everything it takes to build ships into the 21st century," he told the board in introducing a resolution dealing with shipbuilding.

The resolution, which calls for an end to unfair subsidies by other nations, seeks to have Congress and the administration adopt a policy so that the U.S. will be able to compete internationally for shipbuilding jobs. It passed unanimously.

In announcing the national petition drive, Frank Pecquex, the department's executive secretary-treasurer, asked all member unions and port councils to set up exhibits and displays in order to gain as many signatures as possible in support of the U.S.-flag merchant fleet.

He noted the MTD already has received several thousand signatures and hopes to have many more when the petitions are presented to the Clinton administration on Maritime Memorial Day in May.

In other action taken by the executive board, it urged Congress to maintain the ban on the export of Alaskan oil, which has been in place and reaffirmed since 1973 when Alaska's North Slope region was opened for exploration. The board also called on Congress and the administration to continue the full funding of the U.S. Merchant Marine Academy without changing its policy of not charging students tuition.

## USCG Explores Under-Reporting Of Mississippi Barge Accidents

The U.S. Coast Guard has launched an investigation into the possible under-reporting of personal injury accidents by tug and barge companies operating along the inland waterways.

This investigation follows a year of heightened concern for river safety, especially after the Amtrak derailment near Mobile, Ala., in which 47 people were killed last September shortly after a tug-barge struck and moved a bridge.

Presently, the House Merchant Marine and Fisheries Committee is considering several bills whose purpose is to make the inland waterways safer. These bills, which the SIU supports, would require boatmen to possess Coast Guard-issued merchant mariner documents and demand that all tugs and towboats carry navigational equipment.

The scope of the investigation is limited only to personal injuries. "We are specifically

studying the last four to five years of personal injury accidents reported. It has been indicated that some companies are not reporting all of such accidents," John Reddick, chief warrant officer and senior investigative officer for the Coast Guard Marine Safety Office in St. Louis, recently told a reporter for the *Seafarers LOG*.

### Law Requires Notification

According to Reddick, the St. Louis office has received data from several companies and found indications of low reporting. He noted reporting waterway accidents is required by federal law.

A Coast Guard official stated that significant under-reporting of accidents could distort the agency's accident database and its perception of how risky the nation's waterways are.

Reddick stated that once the investigation has been concluded, the agency may summarize the

results in a series of reports, "But this is tentative and won't be for some time," he added.

Without identifying the company by name, newspaper reports state that some companies being investigated have officially reported only 2 percent of the injury accidents it recorded internally for 1991 through 1993.

If companies do not report all accidents as required, they could be subject to non-compliance penalties and could leave the Coast Guard with a mistaken view of waterway operations.

The investigation is limited to the upper Mississippi River and its tributaries which begins where the Mississippi River connects with the Ohio, to St. Paul, Minn., up the Illinois nearly to Chicago and along the Missouri to Sioux City, Iowa. Most of the nation's major barge lines, plus many smaller ones, operate through the St. Louis zone.

## SAB Approves Changes In Recertification Class Size

Three changes in the shipping rules have been approved by the Seafarers Appeals Board.

The first two measures, Actions 369 and 370, lower the number of Seafarers who will participate in the semi-annual bosun recertification and steward recertification classes beginning in 1994.

A total of six Seafarers will be enrolled in each of the sessions. Augie Tellez, SIU vice president for contracts and collective bargaining, said the downsizing was made because the classes are being restructured.

"This will allow the students to have even more time with the instructors and to learn more that they will be able to take back to the ships," Tellez noted.

The third, Action 371, extends for another six months the length of time that members can ship.

Members with "A" books can remain aboard a vessel for 240 days or one round trip, whichever is longer. Those with "B" books will continue to be able to stay aboard ship for 180 days or one round trip, whichever is longer.

Action 371 will be in effect until August when the board will evaluate the employment availability at that time.

The Seafarers Appeals Board is composed of representatives from both the SIU and its contracted companies. The complete text of all three actions is printed below.

### SAB Action 369

*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.*

*Whereas, by Action 181 and Action 228 were promulgated to establish training classes for the Recertification of Bosuns and Stewards, consisting of two (2) classes a year.*

*Whereas, by this Action 369 this year's Bosun Recertification classes have been decreased to six (6) members for each class in 1994, terminating January 1, 1995.*

*Therefore, the provisions promulgated by SAB Action 186 shall be changed for the duration of 1994. As this Action is for one year, this action will auto-*

*matically terminate and therefore will not need to be reviewed after the usual six (6) month period.*

### SAB Action 370

*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.*

*Whereas, by Action 181 and Action 228 were promulgated to establish training classes for the Recertification of Bosuns and Stewards, consisting of two (2) classes a year.*

*Whereas, by Action 370 this year's Steward Recertification classes have been decreased to six (6) members for each class in 1994, terminating on January 1, 1995.*

*Therefore, the provisions promulgated by SAB Action 233 shall be changed for the duration of 1994. As this Action is for one year, this Action will automatically terminate and therefore will not need to be reviewed after the usual six (6) month period.*

### SAB Action 371

*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.*

*Whereas, by Action 327, Action 331, Action 361 and Action 367 were promulgated to increase the amount of time Class "A" seaman could remain aboard their assigned vessels for two hundred forty (240) days or one (1) round trip whichever was longer and Class "B" seaman could remain aboard their assigned vessel for one hundred eighty (180) days or one (1) round trip whichever was longer and*

*Whereas, available employment continues at the same high level,*

*Therefore, the provisions promulgated by SAB Action 327, Action 331, Action 361 and Action 367 shall continue in full force and effect for another six (6) months, effective February 15, 1994 at which time employment availability will again be evaluated to determine whether or not the provisions specified in SAB Action 327, Action 331, and Action 361 should continue or be terminated.*

## Seafarers Join Striking Diamond Workers

A dozen Seafarers last month joined in the Teamsters Union's three-year-old fight against Diamond Walnut Growers—the California-based company which in 1991 "permanently replaced" roughly 400 union workers after contract talks stalled.

The SIU members marched in Miami with Teamsters and other trade unionists outside an Entemann's Bakery, which has a contract with Diamond. At the rally, AFL-CIO President Lane Kirkland and several other union officials intentionally staged acts of civil disobedience and were arrested for misdemeanors. The

symbolic acts were intended to draw attention not only to the Diamond situation, but also to the need for passage of federal legislation which prohibits the permanent hiring of scabs.

The following Seafarers, led by SIU President Michael Sacco, took part in the rally: Ed Doruth, Peter Funk, Demont Edwards, Kris Hopkins, Chris Caviness, Scott Mitchell, Richard Presson, Martin Thurston, David Scott, Richard Fritze, Ray Marquis and Alan Less.

The Workplace Fairness Act, which would close a loophole in U.S. labor law and make it illegal

## '94 Brings Spate of Runaway Accidents

Authorities are investigating several recent incidents involving runaway-registry vessels.

The U.S. Coast Guard is looking into the cause of an accident in New Orleans in which a Honduran-owned, Panamanian-flag tanker allegedly hit and sank two docked grain barges.

According to newspaper reports, the 800-foot *Eos* collided with a fleet of moored barges in the Mississippi River last month, at Nine Mile Point in New Orleans harbor. Two barges loaded with a combined 110,000 tons of corn and wheat sank. At least one other barge apparently sustained damage.

The *Eos* also was damaged, but it was not carrying any oil cargo at the time of the accident.

On February 9, a Coast Guard cutter rescued two mariners more than a day after their vessel—the Dominican-owned, Bahamian-registered oil tanker *Albioni*—caught fire, exploded and split in half approximately 75 miles southeast of Santo Domingo.

Twenty-two other crewmembers had been rescued earlier, but six more are presumed dead.

The *Albioni* was empty at the time of the explosion and was headed to Venezuela to load oil. Crewmembers reportedly were fighting a small fire when the blast occurred.

That case also is under investigation.

Meanwhile, the Greek-owned, Maltese-flag tanker *Cosmas A* was sunk by its owners in late January in the South China Sea, two weeks after a major ship-board explosion.

The vessel was loaded with 23,000 metric tons of crude oil when the blast took place. The cause still is being investigated, as is the extent of environmental damage.

Ten crewmembers (one Greek and nine Indonesians) are presumed dead; 24 others were rescued.

### 36 Die as Freighter Sinks

Earlier in the new year, another runaway-registry mishap cost 36 crewmembers their lives.

The freighter *Marika 7* capsized and sank on January 1 approximately 900 miles off the coast of Newfoundland, apparently taking the entire crew to their deaths.

Canadian and U.S. authorities, along with a few commercial ships, searched for several days in hopes of finding survivors, but to no avail. Only one or two empty life rafts were recovered.

The Liberian-flag, 900-foot

*Marika 7* was owned by Atlantic Maritime Enterprises of Greece. The captain and five officers were Greek, while the other 30 crewmembers were Filipino.

According to published reports, the 20-year-old ship carried three rubber life rafts, two fiberglass canoes and six survival suits.

The *Marika 7*, built in Japan, had taken on 150,000 tons of iron ore pellets in Quebec on December 27 and left for the Netherlands. But the ship got caught in a storm with 40-knot winds and seas as high as 35 feet.

Officials from the Canadian Coast Guard were quoted as saying that the ship appears to have sunk quickly and without any advance warning to the crew.

The ensuing search, conducted from both the air and the sea, was hampered by continued bad weather.

The Canadian Coast Guard did not receive any distress reports from the ship, other than an emergency signal from the automatic signal box on January 1, indicating the vessel's position between Newfoundland and the British Isles.

Reports in Lloyd's List quote an unidentified Atlantic Maritime Enterprises spokesman as saying the company had been commended by vessel inspectors

recently for the *Marika 7*'s "excellent" condition.

However, an account in the January 4 edition of the Montreal newspaper *La Presse* differs with that assessment. The article states that Dutch officials in Rotterdam inspected the *Marika 7* on December 9. According to Reg Lanteigne, director of ship safety for the Canadian Coast Guard, the initial report listed the following as deficient and in need of repairs: life rafts, life buoys, life jackets, firefighting equipment, emergency planning procedures and bulkheads.

The report further states that most of the deficient conditions were corrected before the ship left Rotterdam, according to the newspaper. However, there apparently is no known confirmation that the faulty bulkheads were repaired. The ship was one of six owned by the company.

Runaway registries long have been known as a vehicle to escape taxes, safety laws and other protective regulations. They are used as a device by shipowners to pay a nominal fee to an agency designated by a non-maritime nation seeking to raise revenue and thereby escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages paid to crewmembers.

## Coast Guard To Check More Foreign Vessels

The U.S. Coast Guard recently announced that it will increase substantially its inspections of foreign-flag ships.

At the same time, U.S.-flag vessel inspections will be transferred to the private, nonprofit American Bureau of Shipping (ABS), although the Coast Guard still will oversee the inspections. ABS is a classification society based in New York.

These actions, tentatively scheduled to go into effect this summer, are spurred by the Maritime Regulatory Reform Initiative, which began in the spring of 1992 and included a lengthy self-evaluation by the Coast Guard of its goals and operations. In that study, the agency concluded that foreign-flag vessels (including many operating under runaway registries) which deliver most of the United States' imported oil have the worst operation and management.

"We're finding more and more . . . the flag state and the owner and the class society are not doing everything they're supposed to be doing," said an official from the Coast Guard's Office of Marine Safety, Security and Environmental Protection, according to *The Journal of Commerce*.

### Reducing Downtime

Shipowners will pay for the inspections by ABS, but that expense may be offset by less downtime for the vessels. That is because ABS already conducts private inspections required by insurers and bankers. Under the new guidelines, both the government and private in-

spectations may be done simultaneously.

The switch to ABS performing the inspections will begin voluntarily, under a program aimed at owners of U.S.-flag deep-draft commercial ships that already are classed by ABS.

"Only ABS is [handling U.S.-flag ship inspections formerly done by the Coast Guard] because only ABS meets our requirements," said a spokesman for the Coast Guard.

### The FOC Factor

Although the Coast Guard is not limiting its inspections of foreign-flag ships to flag-of-convenience (FOC) vessels, the dismal safety records of FOC operations apparently were a factor in the agency's decision to broaden its scrutiny of foreign ships.

FOC registries long have been known as a vehicle to escape taxes, safety laws and other protective regulations. They were dubbed runaway registries by American maritime unions in the 1940s because of their use of a device for shipowners to pay a nominal fee to an agency designated by a non-maritime nation seeking to raise revenue and thereby escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages paid to crewmembers.

Part of that escape is accomplished through the ease of involving several nations in the operation of one vessel, thereby creating red tape and enforcement difficulties for authorities.



# Fishermen Brave Weather All Year Round



The *Southern Crusader* sits tied up in port while crewmembers get ready for the next fishing expedition.

SEAFARERS who sail aboard 80 SIU-contracted fishing boats endure a wide variety of temperatures and seas to get their jobs done.

The SIU fishermen crew the six-man boats, known as draggers, that sail from the port of New Bedford, Mass. The draggers pull nets that run along the bottom of the ocean to catch the groundfish which inhabit these lower depths. Groundfish include yellow tail flounder, cod and haddock.

The Seafarers usually fish on the Georges Banks, off the New England coast, but to catch these various types of fish they sometimes must use different nets and go into different areas.

New Bedford Port Agent Henri Francois said the fishing boats travel 100 miles or more out to sea and fish for up to 12 days at a time. If they are fishing for more than nine days, they must tie up in port for four days. The vessels then may sail on the fifth day for another expedition.

For this group of Seafarers, there is no relief. They sail all four seasons of the year. General maintenance on the fishing vessels is done while in port between trips. During this brief period, basic repairs are done to nets, winches, electronics and radars. Francois noted boats rarely need to stay in port for longer periods of time. "They all work together so that they can be sailing once again on

the fifth day," the port agent said.

Many of the fishermen are individuals who have emigrated from Portugal or who are of Portuguese descent. All of the fishermen live in the New Bedford area.

"In the summers, most of the fishermen take turns and return to Portugal for a brief period of time to visit their families and friends. This is usually the only break they have each year," Francois said.

Belonging to the SIU provides security and benefits not available to non-union fishermen. Francois noted that along with the many normal benefits, such as pension and welfare plans and grievance procedures, the SIU contract addresses issues that are unique to the fishing industry.

For example, a fisherman's pay depends on the catch and expenses of the boat he works on. At the end of each voyage on an SIU fishing vessel, fishermen have a right to inspect the boat's settlement sheet. That document outlines the boat's expenses, such as fuel and ice to keep the fish fresh, the weight of the catch and the price it brought. Each crewmember receives a percentage of the proceeds.

Francois said that about 90 percent of the non-union fishing boats do not allow the crewmembers to see the settlement sheet.



Deckhands Jaime Salgado (left) and Jose Olivara prepare the *Crusader's* nets before leaving the port for a 12-day voyage.



Crewmembers board the *Sea Siren*, ready to catch yellow tail flounder, cod and haddock.



*Crusader* Captain Amilcar Esteves unloads boxes of supplies in the galley.



Stocking the *Crusader's* galley with plenty of bread and soup is Cook Lieinio Esteves.



Reeling out the nets aboard the *Sea Siren* is Deckhand Alfredo Coimbra.



Checking the *Sea Siren's* engines is Engineer Manuel Pereira.



General maintenance on the fishing vessels is done while in port between trips. Above, Cook Mario da Costa and Mate Jose Jauardo pull out the *Sea Siren's* nets to check for needed repairs.

# Seafarers Kick Off 1994 Tuberculosis Testing Program

The first two months of the Seafarers Welfare Plan's efforts to confront what is becoming a national health problem—the reemergence of tuberculosis (TB)—have gotten off to a good start.

Dr. Kenneth Miller, medical director for the plan, told the *Seafarers LOG* that the new testing procedures for possible exposure to the TB germ has been smoothly implemented by the SIU clinic system.

"The program is proceeding very well," Miller said. "A preliminary review of results to date reveal no significant problems for Seafarers."

Interviews conducted with members at several ports confirm Miller's statement.

"The test is nothing much," said QMED Kevin DeSue. "When you go in for your physical, the doctor puts the testing material under your skin and you come back to have the test read a few days later. I think the testing is worth it just to know where you stand with TB. Maybe you had no idea that you had been exposed and now treatment is available," added DeSue, who sails from the port of Jacksonville.

"My test was negative. . . I feel secure just knowing that. But if my test was positive, I would not be upset because treatment is simple and must be taken to avoid the full disease," noted the QMED.

DEU Jaime Brown, who sails from the port of Houston, thinks the program is beneficial for Seafarers. "I think the program is really neat in that it helps us out a lot by letting us know if we have ever been exposed to the germs. The test itself is not painful at all and the clinic people take the time to explain the TB program and testing," he stated.

## Testing for Seafarers

The SIU tuberculosis testing program, which began on January 1, is designed to accumulate data in order to research effects on Seafarers of the now more widespread disease. The program requires a painless skin test at the time of a member's annual 1994 physical to identify if the Seafarer has been exposed to TB. The goal of the new program is to protect members from the disease by testing for possible exposure to TB germs.

When members go to their respective clinics for their annual physical, they will be asked to fill out a simple questionnaire (which includes such information as age, place of birth and places of travel, as well as family and personal history of tuberculosis) and submit to a skin test.

The only way to tell if a person has been exposed to the germs associated with the disease is through this painless skin test. A

clinic physician will use a small needle to put testing material, called tuberculin, under the skin of the forearm. The Seafarer must return to the SIU clinic within 48 to 72 hours following the test to have his or her forearm examined for a reaction. Seafarers may pick up their renewed clinic card at the time the skin test is read.

If a bump the size of a pencil eraser or bigger appears on the arm where the tuberculin was placed, the test is positive. This means the person may have been exposed to the TB germ and may require preventive treatment to avoid getting the full disease.

## Reading the Test

The TB skin test and a chest X-ray are given as part of the member's annual physical.

If a Seafarer tests positive, he or she should seek advice and treatment from a physician who knows his or her past medical history and can determine what is best for that particular individual. If a member is found to have active TB, then he or she will not be permitted to ship out until the infection is treated. However, a positive skin test does not necessarily mean the Seafarer has active TB.

"The program will determine if an individual has been exposed to TB in the past. Based upon this determination, the individual and his or her own doctor will decide whether or not further treatment is required," stated Miller.

## CDC Guidelines

Items checked by doctors include the size of the reaction to the skin test, age and medical history of the patient and if the individual is part of a high-risk group.

The doctors follow a specific set of guidelines established by the Centers for Disease Control and Prevention (CDC) to determine whether a person needs to begin preventive therapy.

If the doctor determines that medication is necessary, an individual will be prescribed an antibiotic known as INH to take once per day for six months. This preventive treatment takes at least six months to a year to kill all the tuberculosis germs. Unless the germs are eliminated with the proper medication, a person will continue to have the TB bacteria in his or her body.

Miller noted that a person with a latent infection will be eligible to ship out with the understanding that he or she is responsible for taking the prescribed medications as directed by the doctor.

Because Seafarers live in close quarters and deal with the same people day in and day out for many months at a time, the SIU medical department determined that this TB research and control

program is necessary.

The SIU medical department is moving rapidly to deal with any potential threat to the membership through precautionary measures such as the skin test, early detection and treatment as well as the collection of data to better analyze any trends or circumstances relating to Seafarers and the disease.

"Due to our rapid address of the growing concern over tuberculosis, we are heading off any potential threat of the disease to Seafarers," concluded Miller.

The TB screening program will remain in effect throughout 1994. Miller noted that the data collected are being put into a computerized data analysis program for study. In 1995, the medical department will examine the data to determine if tuberculosis is of significant concern for Seafarers.

## How TB Spreads

TB is a disease spread by germs called tubercle bacilli that can float in the air. The germs are spread if a person infected with active tuberculosis of the lungs coughs or sneezes into the air. The TB bacteria are so tiny that they dry out and float on air currents for long periods in an enclosed space. TB germs are not likely to be transmitted through personal items associated with infected individuals, such as clothing, bedding, toilet seats, showers, drinking glasses, eating materials or any other items a person with the clinical disease may have touched.

Most people who breathe in the bacteria do not become infected when exposed to TB. Of those who do, most do not develop the active disease; but the germs may lie dormant in the cells lining the lungs where the body may store them. The body's immune system traps the bacteria with special germ fighters. From this point on, a lifelong balance between the infection and the human body's defense against the infection continues. An individual who has dormant TB bacteria in his or her lungs is not contagious. Only those with active TB who remain untreated are capable of infecting others.

"It is very important to note that this is not a disease that is easily transmitted or rapidly infectious," said Miller. "The skin test might reveal that a person may have been exposed to someone with TB 10 or 15 years ago, but they may never develop the active disease," he added.

TB germs are not transmitted through casual contact. A person must be in close contact for a long period of time with an infected individual to become affected by the germ.

Tuberculosis, inactive for many years in the United States, once again is on the rise. The National Institute of Allergy and Infectious Diseases (NIAID), a federal health agency involved in the research and development of guidelines for treatment of infectious diseases, cites various reasons for the resurgence of TB, including the emergence of drug resistant strains of the organism, increased immigration to the U.S. of people from countries with a high occurrence of the disease and transmission among persons in crowded living environments.



Chief Pumpman Craig Croft sits still while Nurse Tammy Evans (right) places the testing material, tuberculin, under the skin on his forearm. Dr. Susan Vogel looks on after explaining the TB testing procedure to Croft.

## Maritime Briefs

### AMO Members Back Split from MEBA

Members of the American Maritime Officers (AMO) last month overwhelmingly voted to authorize their officials to secede from the National Marine Engineers Beneficial Association (MEBA).

The AMO membership indicated they would approve the split if their officials deemed such action necessary in order to ensure job security and to protect the union's independence. Currently, the AMO is one of six autonomous affiliates of National MEBA.

In a release issued by the union, the recent vote authorizing secession was 1,158-42.



### Final Rule Mandates Spill Removal Gear

Vessels in U.S. waters transporting oil as bulk cargo must carry appropriate equipment for preventing or responding to oil spills, according to a final rule recently published by the U.S. Coast Guard.

The rule establishes regulations mandated by the Oil Pollution Act of 1990.

The required equipment includes absorbent materials, pumps, emergency towing bristles, deck edge equipment to help prevent on-deck spills from going over the side, and appropriate hoses to transfer cargo from one tank to another during an emergency.

In addition, the rule requires that operators have access to a computer program designed to calculate the vessel's stability in the event of damage.



### New Boxes Zap Pests, Keep Produce Fresh

The U.S. military's food supplier recently finished a year-long study with controlled-atmosphere containers, and the results are promising.

Experiments by the Defense Personnel Support Center yielded a chemical-free method of killing insects such as fruit flies and mites while prolonging the shelf-life of fruit and vegetable cargoes. Shipboard containers were specially equipped to maintain a prescribed mixture of gases and temperature; the controlled atmosphere killed insects in the shipments while slowing the aging process of the food.

The gases normally included high levels of nitrogen and smaller amounts of carbon dioxide and oxygen.

The atmosphere-control equipment costs about \$500 per container.



### Harsh Winter Weather Plays Havoc On North Atlantic Shipping Lanes

Ice is blocking the most direct shipping route between New York and Northern Europe, thanks to more than 15 winter storms that have lashed across the northeastern United States and eastern Canada.

Extending more than 300 miles into the ocean from Newfoundland, ice blocks several points in the shipping lanes, forcing North Atlantic vessels to sail further south in order to avoid the dangers.

Maritime officials are calling the outbreak of severe winter weather the worst they have seen in nearly 20 years. Gale force winds with seas as high as 25 feet have been constant since January. Vessels are monitoring water temperatures for sudden drops that would reveal an iceberg is near. Weather forecasters are predicting a break later this month with the arrival of spring.



This shows a positive reaction to the TB testing material, tuberculin, placed under the skin on the forearm.



The zebra mussel is not particular about what surface it attaches to. The adaptable organism sticks to ships, tugboats and more. Shown above is the effect of the striped mollusk on a car which was submerged upside down in Lake Erie for a year.

## Costly Spread of Zebra Mussels Affects Shipping, Other Industries

The shipping industry has known for years about the costly and widespread problems caused by zebra mussels. The tiny, hard-shelled organisms first arrived in the Great Lakes from Europe's Caspian Sea in 1986 in the ballast water of a European tanker, and within a few years they had infiltrated all of the Lakes.

The mussels, which are non-edible, use sticky, elastic-like secretions to attach themselves in layers to almost any surface, and they do not easily let go. They have caused numerous difficulties, including disrupting navigation by causing marker buoys to sink, ruining fishing nets and grounds, fouling beaches with sharp shells, and blocking water intake systems of many municipalities, utilities and factories. The mollusks also have impeded ships by causing increased drag, thereby lowering fuel efficiency. In addition, they harm native mussels and fish by consuming large amounts of algae.

SIU-contracted companies which operate vessels in the affected areas appear thus far to have avoided any critical problems stemming from the mussels, thanks in part to preventive actions. Still, their operations have been affected.

"During the winter, the ballast

tanks are completely pumped out," said Noel Bassett of the engineering department of American Steamship. "I haven't seen anything yet that would be considered a significant problem, but we're certainly aware of the situation and we're dealing with it. Otherwise, you would think they would grow quite well in the tanks."

"In terms of the hulls, it's not too bad," said Scott Noble of Or-gulf. "But down the road, we do anticipate a buildup" which may decrease fuel efficiency.

### Growing Problem

While the zebra-mussel problem persists in shipping circles, it also is spreading to new territories and affecting other industries. For example, during the flooding in the Midwest last year, surging waters on the Mississippi and Illinois rivers and their tributaries carried and dumped substantial amounts of zebra mussel larvae in areas where the dangerous mollusks otherwise might never have reached. Zebra mussels now also infest areas in several states that they were not expected to reach for years.

Experts agree this is a multi-million dollar problem, and one biologist who has monitored the invasion dubbed it "a major ecological disaster."

Zebra mussels are small (less than 2 inches in length), but they reproduce so often that their spread in the U.S. has not been curbed by biological factors. Each one can produce tens of thousands of offspring each year, and the clam-like creatures congregate in clusters as great as hundreds of thousands per well in the tanks.

Among other species, ducks, crayfish and freshwater drum fish feed on mussels, but they have had at best a nominal effect on the zebra mussel population in the U.S.

By contrast, many of the zebra mussels' other predators flourish in European waters, which partly explains why the mussels pose less of a problem overseas.

In America, the difficulties are numerous and wide ranging. For example, three years ago, workers at a power plant near Detroit—as well as the facility's customers—got a relatively small sampling of the enormity of these problems. Massive clusters of zebra mussels all but sealed an intake canal, through which the plant's generators normally draw coolant water from the Raisin River at a rate of more than a million gallons per minute. Subsequent removal of the mussels from the intake canal and other parts of the plant accounted for more than 50 tons of the organisms.

For the past several years, mil-

### Major Concentrations of Zebra Mussels



ZEBRA MUSSEL



This photo illustrates the stages in growth of the zebra mussel. A ruler (in millimeters) is shown for scale.

lions of dollars have been spent annually by industries and municipalities bordering the Great Lakes in the U.S. and Canada in attempts to control the zebra mussels. Researchers from as far west as California also have joined in the battle—an international conference of engineers, biologists, company representatives, federal officials and others concerned with the problem took place last year in Toronto, and another is scheduled for this month in Madison, Wis.

Sometime this year, the U.S. Coast Guard's environmental safety branch is scheduled to present to Congress an extensive report on zebra mussel control options (including a look at shipping patterns), mandated by the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990. That legislation directed, among other actions, a study of the introduction of aquatic nuisance species by vessels entering waters of the U.S., other than the Great Lakes.

Additionally, a House panel recently authorized \$2 million for a federal study into ballast water technologies, in an effort to prevent the spread of aquatic pests such as the zebra mussel. (The legislation now goes to the House floor.)

"There are a lot of people dealing with this issue," said Bob Peoples of the U.S. Fish and Wildlife Service. "A whole range

of strategies are being considered for controlling zebra mussels: heat, other chemical treatments (besides chlorine), filters, coatings and others."

Currently, the primary control method is treatment with chlorine, although this is costly and carries potentially harmful side effects for fish and wildlife.

Other possible treatments include thermal shock, ultraviolet radiation, electrical fields, acoustic shock and gamma irradiation.

### Heading South

If folks around the Great Lakes at least were getting used to the fight, it recently has surprised people as far south as St. Louis and Louisville, Ky. and as far east as the Hudson River in New York. Published reports recently documented the dangerous organism's spread to points as far as five miles from the nearest river.

In addition, newspaper articles note that zebra mussels threaten to destroy the rare native mussels of the Illinois River. Already, the National Oceanic and Atmospheric Administration reports that zebra mussels practically have eliminated 18 species of native clams in Lake St. Clair.

One government agency estimates that ongoing studies and attempts to eliminate (or at least contain) zebra mussels from the Great Lakes and from the newly infested areas will cost billions of dollars.

### Zebra Mussel Distribution in the United States



Shaded areas denote state with zebra mussel infestation.



The tiny zebra mussels use their sticky secretions to attach themselves in layers to almost any surface, in this case, a larger shell.

# 'Learn While You Work' Is Theme of Bosun Darley

Deck department members aboard the *LNG Aries* work constantly to complete various projects that ultimately improve the look and productivity of the vessel.

"Under the direction of Bosun Billie Darley, we not only got a lot done but learned so much each time," recalled AB Peter Funk, who ships out of the port of Jacksonville.

"I've sailed for 19 years and have learned many things. Working with Bosun Darley—who has sailed for nearly 40 years—amazed me. All the knowledge and experience he shared was very rewarding, and we accomplished quite a bit while on the *Aries*," noted the 1975 Piney Point graduate.

Among the projects completed by Darley, Funk and the rest of the deck department include the painting and chipping of the towing chain and grating on the bow, chipping and painting of the deck and replacing wires on the crane and the gangway.



During lunch, ABs Peter Funk and Gene Aruta discuss new splicing techniques they learned from Bosun Darley.



Bosun Billie Darley has been sailing for nearly 40 years.



Getting fresh vegetables out of the refrigerator for use in the salad bar is SA Mike Taraba.

"Bosun Darley is an excellent cable splicer. If you are into this sort of thing, which I am, you could say that he has it down to a work of art. His splices look like the ones right out of the big factories," added Funk.

The deck department member plans to attend the bosun recertification course at the Lundeberg School in the near future. "Everything I have become and everything I have, I feel I owe the SIU and the education that I have received through sailing and upgrading at the school. Anything I can do for the union or to make myself a better union man, I will do," said Funk.

The *Aries*, like other LNG vessels operated by Energy Transportation Corporation, sails between Indonesia, where the ships load liquified natural gas, and Japan, where it is offloaded. Round trips on the carriers average one per month.



Steward/Baker Bob Brown relaxes with a magazine after a long day in the galley.



After chipping and painting with Bosun Darley and other deck department members, AB Ralph Neal sneaks a piece of cake in the galley.



More than 20 items are prepared for the salad bar by galley gang members (from left) SA Cindy Winter, SA John Dampier, Chief Cook Albert Fretta and SA Mike Taraba.



Crewmembers aboard the *LNG Aries* gather in the crew lounge for a union meeting led by Bosun Darley.



Chief Cook Albert Fretta poses with OS Chad Rodriguez in the mess hall before dinner is served.

# Union Officers and P.R. Members Confer on Wide Range of Issues

The new year is off to another busy start for Seafarers in the Puerto Rico area. Whether aboard tugs, barges, deep-sea vessels or around the docks, SIU members are maintaining active work schedules.

Despite the full work load, members recently found time to meet with SIU Executive Vice President Joseph Sacco, SIU Vice President-Contracts Augie Tellez and Seafarers Welfare Plan Administrator Nick Marrone. During a two-day period in January, the union officials met with members working with Sea-Land and Crowley, numerous tug captains and boat crews, and the crew of the *Sea-Land Crusader*.

In each session, Seafarers and the union officials discussed various sections of the most recent collective bargaining agreement and reviewed medical

plan procedures. They also focused on legislative issues which directly affect the membership, including a bill to rebuild the U.S.-flag fleet.

"The meetings were very informative," said Louie Perez, bosun for Sea-Land and a 25-year member of the SIU.

### Bustling Port

SIU-crewed Sea-Land and PRMMI ships from Jacksonville, Fla., Lake Charles, La. and Philadelphia transport commercial goods to the island, serving as a lifeline from the mainland.

Meanwhile, Crowley also had boats in the San Juan and Santurce area assist in docking operations and also handle other port functions. Still other tugs are used to transport fuel barges along the coast, as well as to Central America and the U.S. Virgin Islands.



In Puerto Rico, members of the Seafarers and waterfront union officers meet with SIU officials from headquarters. From left are ILA member Jose Lopez, Crane Maintenance Electrician (CME) Rafael Vergara, Recertified Bosun Luis Perez, SIU Executive VP Joseph Sacco, CME Robert Tompkins, AB Juan Lopez, SIU Welfare Plan Administrator Nick Marrone, AB Antonio Rodriguez and SIU VP Augie Tellez.



Some of the crew of the *Sea-Land Crusader* pose for photo with SIU officials in galley.



Seafarer R. Candelario (right) and other Crowley SIU members confer with union officials.

# Holidays Are a Family Affair At the Jacksonville SIU Hall

Seafarers and their families gathered at the Jacksonville hall on December 23 to enjoy good food, fellowship and holiday fun at the annual Christmas party.

Approximately 100 SIU members and their families and friends were served a holiday dinner prepared by a galley gang headed by Chief Cook Willie Grant.

The meal was served buffet-style and consisted of the traditional turkey with giblet gravy, Virginia baked ham with pineapple sauce, London broil, candied yams, macaroni and cheese, rice, string beans, corn, hot rolls and assorted desserts.

Other steward department

members who helped in the preparations include Chief Cooks Roul Gotay, Charles Fincher and Abraham Martinez; SA Almus Allen and DEU Lydell Grant.

Children of all ages were able to provide Santa Claus with an official gift list. Bosun Paul Butterworth dressed the part of the jolly man in red.

Joining the Seafarers for the festivities were representatives from other North Florida area labor unions, including the International Longshoremen's Association, Sheet Metal Workers, Operating Engineers (IUOE), Iron Workers and the Electrical Workers.

Jacksonville Port Agent

Tony McQuay provided the *Seafarers LOG* with the photos accompanying this article.



Going for a second helping from the buffet is Recertified Bosun Frank Costango.



QMED Pedro Santiago and his three daughters savor their meals before sampling from the dessert tray.



Elizabeth Butler, pensioner Leon Butler's wife, poses for a photo with Vincent McQuay, son of Jacksonville Port Agent Tony McQuay.



Ralphine Grant, wife of Chief Cook Willie Grant, returns to her table to enjoy dessert among friends.



Relaxing with his wife and two daughters is AB James Porter.

# Pena Says DOT Will Work With Congress in Effort To Improve Inland Safety

Continued from page 3

obstructing or damaging an aid to navigation because the present levels have proven to be too low to justify extensive prosecution.

Pena said bridges that pose an unreasonable obstruction to navigation should be repaired or replaced. He referred to a survey that noted between 1980 and 1991 773 tows reported striking bridges.

The Department of Transportation is implementing those proposals that can be taken without rulemaking or legislation, he said. Already under review are such items as the curriculum of maritime radar courses and whether these classes reflect state-of-the-art technology and operating procedures.

## Crew Size Concerns

Besides the steps summarized above, the secretary called on the subcommittee to address other issues of concern.

"We should examine the adequacy and effectiveness of our manning and inspection requirements and look at whether the laws for all other commercial vessels on inspection and manning should apply to the inland waterway towing industry," he said.

Such an examination should

include not only crew size but also the hours worked, he added.

"Clearly, all inland towing vessels should have someone aboard who is knowledgeable in the operation and maintenance of the engineering systems and an operator competent to pilot the vessel through the waters in which it is traveling," he noted.

Pena acknowledged, "Most accidents in all modes of transportation are caused by human error." He related Coast Guard data that nearly three out of every five marine casualties on the inland waterways between 1980 and 1991 were caused by human error.

Because of this, he noted the department has implemented its drug testing policy as well as the Coast Guard's alcohol testing problem as means to lessen the chances of human error.

## Need for Schools

Joining Pena at the witness table was Rear Admiral Arthur Henn, chief of the Coast Guard Office of Marine Safety, Security and Environmental Protection. During the question and answer session following Pena's remarks, he turned to Henn for a response to Rep. Blanche Lambert's (D-Ark.) concerning

the need to establish schools or training centers in order to upgrade boatmen.

"What we see for the future is a need for ground-schools, a need for simulators," Henn said. "Ten years ago, we couldn't do it; today we can."

He pointed out that there are schools, like the Paul Hall Center for Maritime Training and Education in Piney Point, Md., that provide Coast Guard-accredited training with simulators in place.

## Review Current Practices

In opening the hearing, Rep. Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, referred to a Coast Guard statistic that revealed there was an average of nearly three accidents per day between 1980 and 1991 involving uninspected towing vessels. He listed four accidents that have drawn headlines since the first of the year involving such vessels: the oil spill off San Juan caused by the Morris J. Berman, another railroad bridge knocked out of alignment by a barge near Amelia, La., a collision between the tug Edward Bisso and the ferry St. John near New Orleans, and the sinking of the John J.D. near Ashland, Ky.



Rep. Blanche Lambert (D-Ark.) inquires on the status of available schools and simulators like the Paul Hall Center for Maritime Training and Education to train boatmen from around the U.S.



Chairman Gerry Studds (D-Mass.) of the House Merchant Marine and Fisheries Committee questions the reason inland boatmen are not required to have merchant mariner documents.

"Every other segment of the maritime industry is inspected," Studds noted.

The subcommittee has before it two bills dealing with inland safety. H.R. 1915, the Inland Documentation Bill, calls for all boatmen sailing on the inland waterways aboard vessels of more than five gross to hold Coast Guard-issued merchant mariner documents.

The other bill, the Towing

Vessel Navigational Safety Act (H.R. 3282), would require all inland waterway vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer. It also would require boatmen to be proficient in the use of such equipment.

Sources indicate that efforts are underway to merge the bills along with Pena's suggestions into one piece of legislation.

## Seafarers Back Suit Against User Fee

Seafarers who attended the February 24 federal court hearing to ban fees on U.S. Coast Guard-issued merchant mariner documents (z-cards) and marine licenses left the courtroom with a unanimous decision: they should not have to pay the government in order to have jobs.

The Seafarers said they backed the union's court fight and that their opposition echoed the arguments voiced in the union's lawsuit against the fees.

QMED Richard Buchanan stated he was proud that the SIU was waging this fight. "I've been with this union for many years," noted the port of San Francisco member. "This is another example of how the SIU fights for the good of its membership."

"It's not fair that they have to tax the American merchant marine to go to work," said AB William Soto, who sails from the port of New York.

As he spoke, others nodded in approval.

Adding his displeasure over the Coast Guard ruling was David Dorrell, a boatman from the port of Houston.

"Airline pilots don't have to pay for their licenses," noted Dorrell, who in the last year has made three payments to the federal agency when he has

upgraded his papers. "Why should we have to pay for our documents?"

Wilmington's Herman Mauzer, an engine department member, said, "If they can tax us, then they can tax people working on trains and planes. This opens the barn door for others."

These members were part of a group of more than 25 Seafarers who witnessed the complete hearing.

AB Joe Gustafson, also from the port of New York, wondered after the hearing if the 29 percent of the Coast Guard overhead figure was another "way to milk more money out of us."

Before the fees were implemented in a final ruling by the Coast Guard, thousands of merchant mariners had protested the scheme in comments filed with the agency.

During the period in which the Coast Guard issued a notice of a proposed rule on fees to be collected for marine documents and licenses, vigorous protests to the plan also were lodged by the SIU.

However, the Transportation Department agency largely ignored the objections raised to the proposal. On April 19, 1993, it put the final rule in effect.

At that point, the SIU filed its lawsuit seeking to ban the fees.

## SIU's Work Tax Case Goes to Court

Continued from page 3

precision," Frulla told the judge. "But the Coast Guard owes more to your honor and the merchant mariners" than guesses.

The Coast Guard case in behalf of the user fee program was presented by Renee M. Wohlenhaus, an attorney for the U.S. Justice Department, the government department which is responsible for defending all other government agencies when they are sued.

## Gov't Says Seamen Benefit

Wohlenhaus argued that merchant seamen and boatmen are the sole beneficiaries of the documenting and licensing practice. She said other laws and regulations, such as those setting boiler pressure, are directed toward safe navigation and accrue to the public benefit.

The Coast Guard's attorney

said the agency has wide discretionary powers to set fees and that it acted reasonably and within government guidelines in calculating the charges for services associated with the issuance of mariner documents and licenses.

Regarding the 29 percent overhead charge, Wohlenhaus said it covers such matters as "legislative staff, budget staff and personnel at headquarters."

Throughout the presentations by the attorneys for both the SIU and the Coast Guard, the judge frequently interrupted with questions.

## Judge: Age of Data?

Judge Oberdorfer asked the counsel for the SIU what the plaintiffs would seek if the fee-setting process was sent back to the agency for fixing. Frulla responded that the entire procedure used to calculate the costs as-

sociated with mariner documenting and licensing would have to be revised.

The judge also asked the Coast Guard's attorney when the agency had last updated its information used in determining the fees. Wohlenhaus answered that the agency's calculations were based on 1990 data. "But this is 1994," said Judge Oberdorfer. Wohlenhaus argued that the agency intended to review its data annually but that the final rule setting the fees had only been issued in 1993 and thus it had not begun a review process as yet.

The judge asked counsel for the Coast Guard to provide the court with information on whether the public would have a chance for input in the review process. The Coast Guard's attorney wrote in response that the agency proposed to conduct in secret any review of the fees if there was no change from their current levels. However, if the Coast Guard intended to change the fees, it would allow public input, the agency's attorney wrote.

It is estimated by the SIU's attorneys that the judge will rule on the case within the next few months. SIU Executive Vice President Joseph Sacco, in discussions with the Seafarers who attended the hearing, said in a post-hearing evaluation that the union was dedicated to fighting the fee scheme as long as necessary.

"Of course, we hope the judge will throw the unfair tax out. But if not, the union will examine other avenues" in which to fight for a repeal of the fees on marine documents and licenses, Sacco said.



SIU members David Dorrell (far left), Joe Gustafson (center left) and William Soto (far right) gather outside the courthouse in Washington following the hearing on so-called user fees.



SIU members and the union's executive vice president, Joseph Sacco (third from left of center), discuss the issues involved in the SIU lawsuit against the discriminatory seamen's work tax immediately following the hearing.

# Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1994

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	24	33	5	23	20	2	2	53	48	11
Philadelphia	1	6	0	1	9	1	1	4	11	1
Baltimore	10	13	2	4	6	1	0	12	16	1
Norfolk	10	15	4	10	12	3	2	22	31	8
Mobile	13	19	0	13	11	0	1	18	33	2
New Orleans	25	35	3	20	22	2	6	33	47	4
Jacksonville	19	27	2	22	14	0	8	47	49	4
San Francisco	29	25	3	19	13	3	2	49	43	5
Wilmington	24	20	7	13	11	2	4	50	37	9
Seattle	24	21	2	23	15	0	8	38	23	6
Puerto Rico	8	5	5	6	3	2	4	19	11	9
Honolulu	8	11	14	8	9	4	5	7	30	22
Houston	25	28	4	22	8	1	9	42	60	10
St. Louis	1	1	1	1	2	0	0	0	3	1
Piney Point	1	4	0	0	2	0	0	2	5	0
Algonac	0	2	0	1	1	0	0	0	1	0
<b>Totals</b>	<b>222</b>	<b>265</b>	<b>52</b>	<b>186</b>	<b>158</b>	<b>21</b>	<b>52</b>	<b>396</b>	<b>448</b>	<b>93</b>
<b>ENGINE DEPARTMENT</b>										
New York	14	22	6	10	14	2	3	33	39	5
Philadelphia	3	6	0	1	3	0	1	5	4	0
Baltimore	2	15	1	3	10	0	0	7	16	2
Norfolk	4	5	2	3	8	1	2	9	21	5
Mobile	7	7	0	9	4	0	2	16	14	0
New Orleans	12	6	4	10	8	2	1	25	26	8
Jacksonville	14	20	2	11	14	2	5	27	31	3
San Francisco	13	19	1	7	11	0	4	28	28	2
Wilmington	13	18	2	7	11	3	5	18	26	6
Seattle	16	11	1	13	11	0	7	24	12	2
Puerto Rico	4	2	1	4	1	0	2	9	2	1
Honolulu	4	15	11	4	10	7	2	6	23	12
Houston	14	20	2	10	3	1	4	22	34	3
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	2	10	0	0	3	0	0	4	15	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>122</b>	<b>177</b>	<b>33</b>	<b>92</b>	<b>112</b>	<b>18</b>	<b>38</b>	<b>233</b>	<b>292</b>	<b>50</b>
<b>STEWARD DEPARTMENT</b>										
New York	14	13	0	9	6	1	4	27	22	0
Philadelphia	0	3	0	1	3	0	0	1	3	3
Baltimore	3	6	0	4	3	0	0	3	4	0
Norfolk	8	7	1	3	5	1	2	16	9	1
Mobile	11	7	1	6	3	1	2	15	11	0
New Orleans	8	10	2	11	7	2	5	15	21	0
Jacksonville	12	6	1	9	4	1	3	20	6	1
San Francisco	29	9	1	20	4	0	6	77	23	4
Wilmington	11	5	0	7	3	1	1	19	10	1
Seattle	14	6	2	19	7	1	5	29	5	1
Puerto Rico	3	1	0	2	1	1	0	2	0	1
Honolulu	16	12	1	10	0	0	1	24	27	10
Houston	7	11	2	7	2	0	3	15	15	2
St. Louis	0	1	0	1	1	0	0	1	1	0
Piney Point	0	7	0	0	5	0	0	1	8	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>136</b>	<b>104</b>	<b>11</b>	<b>109</b>	<b>54</b>	<b>9</b>	<b>32</b>	<b>265</b>	<b>165</b>	<b>25</b>
<b>ENTRY DEPARTMENT</b>										
New York	10	34	10	1	19	0	0	22	70	36
Philadelphia	0	3	1	0	1	1	0	1	3	4
Baltimore	0	8	1	0	8	0	0	2	7	3
Norfolk	4	19	5	4	4	1	0	6	41	13
Mobile	2	14	1	3	7	0	0	0	30	1
New Orleans	10	23	6	8	10	2	0	17	38	14
Jacksonville	6	12	11	3	11	5	0	5	19	12
San Francisco	16	14	10	6	9	2	0	30	30	13
Wilmington	5	19	6	1	8	1	0	12	33	10
Seattle	5	25	3	4	20	6	0	10	23	5
Puerto Rico	5	10	4	3	2	1	0	11	16	10
Honolulu	4	45	53	2	16	2	0	8	104	141
Houston	4	15	2	1	6	2	0	8	28	7
St. Louis	0	0	0	0	1	0	0	0	3	0
Piney Point	0	31	0	0	25	0	0	0	23	0
Algonac	0	3	0	0	0	0	0	0	5	0
<b>Totals</b>	<b>71</b>	<b>275</b>	<b>113</b>	<b>36</b>	<b>147</b>	<b>23</b>	<b>0</b>	<b>132</b>	<b>473</b>	<b>269</b>
<b>Totals All Departments</b>	<b>551</b>	<b>821</b>	<b>209</b>	<b>423</b>	<b>471</b>	<b>71</b>	<b>122</b>	<b>1,026</b>	<b>1,378</b>	<b>437</b>

\* "Total Registered" means the number of men who actually registered for shipping at the port last month.  
 \*\* "Registered on the Beach" means the total number of men registered at the port at the end of last month.  
 A total of 1,087 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,087 jobs shipped, 423 jobs or about 39 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From January 16 to February 15, 1994, a total of 122 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,373 jobs have been shipped.

## April & May 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
Monday, April 4, May 2
- New York**  
Tuesday, April 5, May 3
- Philadelphia**  
Wednesday, April 6, May 4
- Baltimore**  
Thursday, April 7, May 5
- Norfolk**  
Thursday, April 7, May 5
- Jacksonville**  
Thursday, April 7, May 5
- Algonac**  
Friday, April 8, May 6
- Houston**  
Monday, April 11, May 9
- New Orleans**  
Tuesday, April 12, May 10
- Mobile**  
Wednesday, April 13, May 11
- San Francisco**  
Thursday, April 14, May 12
- Wilmington**  
Monday, April 18, May 16
- Seattle**  
Friday, April 22, May 20
- San Juan**  
Thursday, April 7, May 5
- St. Louis**  
Friday, April 15, May 13
- Honolulu**  
Friday, April 15, May 13
- Duluth**  
Wednesday, April 13, May 11
- Jersey City**  
Wednesday, April 20, May 18
- New Bedford**  
Tuesday, April 19, May 17

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

## Personals

### JACK MILLS

Any members who sailed with or knew Jack Mills, please contact Hal Bishop, Rte. 2, Box 448, Drumcliff Road, Hollywood, MD 20636, or phone (301) 373-5401. Mills was born in Kansas City, Mo. and attended Central Missouri State Teacher's College (1939-42) in Warrensburg, Mo.

### CHARLES COLSTON

Any members who sailed with Chief Cook Charles "Big Charlie" Colston aboard the Waterman Steamship vessel, the *Green Valley*, in November 1990, please contact Patricia Colston at 1435 Euterpe St., New Orleans, LA 70130, or phone (504) 581-7821.

### GEORGE WASHINGTON MANNING

Please contact your old shipmate, Sidney Garner, at 518 N. Lakewood Ave., Baltimore, MD 21205-2634, or phone (410) 563-8356.

### GEORGE WILLIAM LUKE

Please contact your son, Adam Tammara, at 9901 Tailspin Lane, Apt. B, Essex, MD 21220.

## Notice

### PORT ARTHUR, TEXAS INLAND MEMBERSHIP MEETING ON MARCH 9

A general informational Seafarers inland membership meeting will be held on Wednesday, March 9, 1994 at 2:00 p.m. It will take place at the Ramada Inn on Highway 87 in Port Arthur.

Contact the Houston SIU hall for further information.

**Seafarers International  
Union Directory**

**Michael Sacco**  
President  
**John Fay**  
Secretary-Treasurer  
**Joseph Sacco**  
Executive Vice President  
**Augustin Tellez**  
Vice President Collective Bargaining  
**George McCartney**  
Vice President West Coast  
**Roy A. "Buck" Mercer**  
Vice President Government Services  
**Jack Caffey**  
Vice President Atlantic Coast  
**Byron Kelley**  
Vice President Lakes and Inland Waters  
**Dean 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  
(313) 794-4988

**BALTIMORE**

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

**DULUTH**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JERSEY CITY**

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

**MOBILE**

1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(205) 478-0916

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

675 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600

**NORFOLK**

115 Third St.  
Norfolk, VA 23510  
(804) 622-1892

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

2 West Dixie Highway  
Dania, FL 33004  
(305) 921-5661

**SAN FRANCISCO**

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

**Government Services Division**

(415) 861-3400

**SANTURCE**

1057 Fernandez Juncos Ave.  
Stop 16 1/2  
Santurce, PR 00907  
(809) 721-4033

**SEATTLE**

2505 First Ave.  
Seattle, WA 98121  
(206) 441-1960

**ST. LOUIS**

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

**WILMINGTON**

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

**Dispatchers' Report for Great Lakes**

JANUARY 16 — FEBRUARY 15, 1994

CL—Company/Lakes L—Lakes NP—Non Priority  
\*TOTAL REGISTERED All Groups \*\*REGISTERED ON BEACH All Groups  
Class CL Class L Class NP Class CL Class L Class NP Class CL Class L Class NP

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	19	3	0	0	0	0	42	6
<b>ENGINE DEPARTMENT</b>									
Algonac	0	14	0	0	0	0	0	18	4
<b>STEWARD DEPARTMENT</b>									
Algonac	0	7	2	0	0	0	0	11	2
<b>ENTRY DEPARTMENT</b>									
Algonac	0	12	1	0	0	0	0	36	10
<b>Totals All Departments</b>	<b>0</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>22</b>

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

**Dispatchers' Report for Inland Waters**

JANUARY 16 — FEBRUARY 15, 1994

\*TOTAL REGISTERED All Groups \*\*REGISTERED ON BEACH 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
<b>DECK DEPARTMENT</b>									
Atlantic Coast	5	0	0	3	0	0	32	2	0
Gulf Coast	8	1	14	1	0	2	8	2	31
Lakes & Inland Waters	14	0	0	4	0	0	46	0	0
West Coast	3	0	22	66	0	22	4	3	77
<b>Totals</b>	<b>30</b>	<b>1</b>	<b>36</b>	<b>74</b>	<b>0</b>	<b>24</b>	<b>90</b>	<b>7</b>	<b>108</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	1	0	0	2	0	0	4	1	0
Gulf Coast	1	0	1	0	0	0	0	2	2
Lakes & Inland Waters	9	0	0	2	0	0	37	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>3</b>	<b>2</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	1	1	6	0	0	1	1	0	10
Lakes & Inland Waters	2	0	0	2	0	0	13	0	0
West Coast	1	0	5	0	0	3	2	0	11
<b>Totals</b>	<b>5</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>21</b>
<b>Totals All Departments</b>	<b>46</b>	<b>2</b>	<b>48</b>	<b>80</b>	<b>0</b>	<b>28</b>	<b>149</b>	<b>10</b>	<b>131</b>

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

**LOG-A-RHYTHM**

**The Ship**

by Yvette Yvonne Hopkins-Vazquez

*Watching and waiting  
praying to the sea  
vanish the ship  
that was so dear to me  
I have cried a hundred tears or more  
tears of sorrow  
praying to the sea  
the ship vanished so far from me  
I will never ever see  
this ship of mine  
it sunk in California time  
I will always save a tear  
for that ship which was so dear  
knowing now there will be no more  
watching waiting praying by the shore.*

This poem was written November 17, 1993 by Yvette Yvonne Hopkins-Vazquez in memory of her father, Juan Hopkins, a member of the SIU for 37 years who died recently. He had retired in 1979.

**LOG-A-RHYTHM**

**Alexander Kane Cushman**

by Michael J. Cushman

*After nine months of construction  
the vessel Alexander Kane Cushman  
was ready to be launched with many  
hopes and dreams that this vessel  
will always sail calm seas, yet when  
stormy sail brave and strong to the  
dawn of a clear new day.  
As this vessel sets to the sea, the sea  
of life, it's my wish to you that each  
voyage be filled with happiness and joy  
and each adventure profitable.*

Michael J. Cushman has been sailing since 1980. A previous poem, "Something I Want to Say," was published in the July 1993 Seafarers LOG. This selection, from a book of poems by Brother Cushman, was written for his son, Alexander Kane Cushman.





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

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

A member who graduated from the union's top training program in the deck department at the Seafarers Harry Lundeberg School of Seamanship is among the seven mariners who are retiring this month as announced by the Seafarers Welfare Plan.

Brother Willoughby Byrd successfully completed the bosun recertification program in 1985.

A total of six members signing off from their seagoing careers sailed in the deep sea division while one member sailed aboard Great Lakes vessels.

Four Seafarers who are beginning their retirements served in the U.S. armed forces: two served in the Coast Guard while one each served in the Army and Navy.

Brief biographical sketches of Brother Byrd as well as the others follow.

### DEEP SEA

**JOHN AVERSA**, 65, joined the Seafarers in 1965 in his native New York. He sailed in the deck department. Brother Aversa upgraded at the Lundeberg School frequently. He served in the U.S. Army from 1946 to 1949. Brother Aversa retired to Grosse Point Woods, Mich.



**ELBERT BLACKBURN**, 67, joined the SIU in 1961 in the port of San Francisco. A native of California,

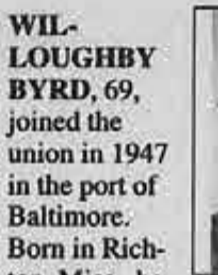
he sailed in the steward department. Brother Blackburn served in the U.S. Coast Guard from 1944 to 1946. He calls San Francisco home.



**JOSE SANCHEZ**, 61, joined the SIU in 1956 in his native Tampa, Fla. In 1981, he upgraded to QMED at the

Lundeberg School. Brother Sanchez calls Gadsden, Ala. home.

**VICTOR SANTOS**, 61, joined the union in 1960 in the port of New York. Born in Puerto Rico, he last sailed as an FOWT. Brother Santos retired to Ponce, Puerto Rico.



**WILLOUGHBY BYRD**, 69, joined the union in 1947 in the port of Baltimore. Born in Rich-

ton, Miss., he successfully completed the bosun recertification course at Piney Point in 1985. Brother Byrd served in the U.S. Navy from 1943 to 1944. He resides in Mobile, Ala.

**CHRISTOPHER ELLIOTT**, 66, joined the Seafarers in 1965 in the port of New York. Born in Canada, he last sailed as an FOWT. Brother Elliott retired to New York.

### GREAT LAKES



**CARL HARDEE**, 65, joined the Seafarers in 1979 in the port of Algonac, Mich. A South Carolina native,

he sailed in the deck department. Brother Hardee served in the U.S. Coast Guard from 1946 to 1966. He resides in Sturgeon Bay, Wis.

## Know Your Rights

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

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

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

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

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

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

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

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

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


**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

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

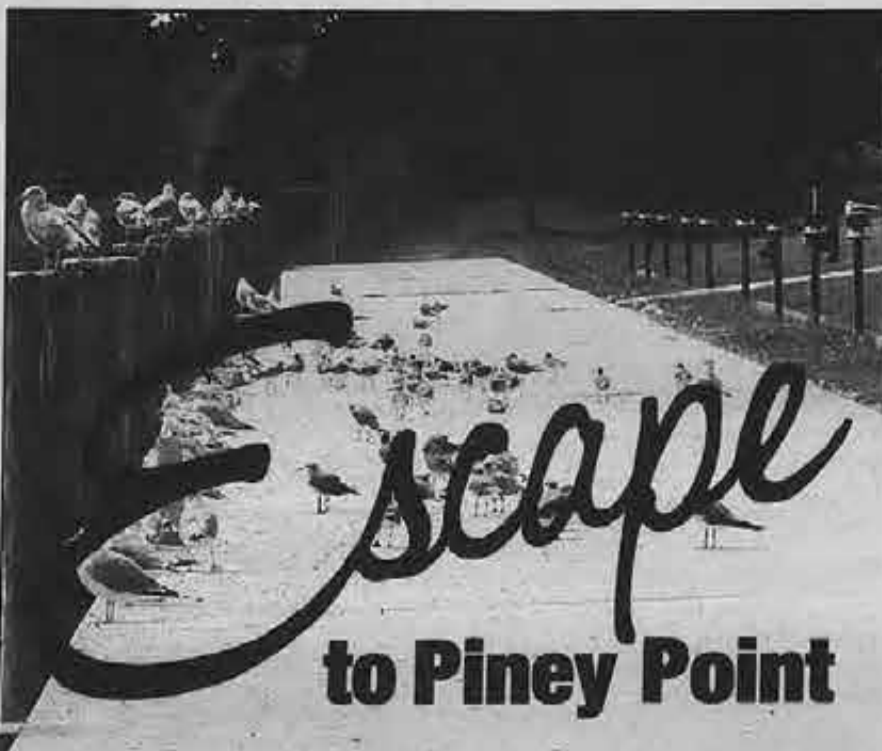
# SEAFARERS FAMILY photos



**Share Your Family Photos with Fellow Seafarers**

The Seafarers LOG is interested in publishing a greater number of photos of SIU members' families at home or on vacation.

Color as well as black-and-white photographs are acceptable. When sending photos to the LOG, be sure to identify the individuals from left to right. Also, indicate if the photo should be returned. Send photos and identifications to Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746.



# Escape to Piney Point

Tired of the hustle and bustle of city streets, jam packed shopping malls and stuffy community parks but dread spending your lazy days of summer vacation at a crowded beach resort or camping ground? Then this year turn your sights to Piney Point, Md., home of the Paul Hall Center for Maritime Training and Education.

If your idea of a dream vacation is tranquility, rest and relaxation or enjoying the simplistic pleasures of rural life, then a Paul Hall Center retreat is in your future.

Ideally situated on the banks of the St. George's Creek, all the ingredients for a fun-filled vacation can be found on the grounds or within driving distance of the center. Entertaining day trips throughout historic southern Maryland and the Washington D.C. metropolitan area can fill time between fishing trips or tennis matches right on the center's facilities.

### Ideal Facilities

Housing the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States, the Paul Hall Center is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of these rooms in the training and recreation center are set aside during the summer months for vacationing SIU members and their families.

Each room contains two double beds, color TV, bureaus, desks and a table with chairs.

Downstairs is the Sea Chest, which sells personal items,

magazines and snacks as well as SIU t-shirts, sweatshirt, hats and other souvenirs.

This peaceful setting provides the opportunity for both water and land based expeditions. The center has a marina where vacationers can take a boat out for the day to sail around the region or look for a good fishing spot. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

At the center are a picnic area with grills and tables, outdoor tennis and basketball courts, an

the grounds is the Paul Hall Library and Maritime Museum. The library contains more than 17,000 volumes on maritime and labor history, while the museum features a collection of ship models, historical nautical instruments and union memorabilia.

In between the marina and library is the historic boat shed. Within its walls are a collection of several varieties of watercraft that have sailed the Chesapeake Bay region, including a bugeye and a skipjack.

### Southern Maryland Sites

Piney Point is located in St. Mary's County—not far from all the sights of Washington, D.C., Northern Virginia, Baltimore and Annapolis, Md. And just outside the school are plenty of other sights to keep an entire family entertained—seafood festivals, art exhibitions, antique and craft shows, country auctions, concerts and theater productions—as well as acres of unspoiled parkland and many historic landmarks.

St. Mary's County was the first proprietary colony in America, the first colony to practice religious toleration, the first colony to have peaceful relations with the native Indians, the first Maryland capital and the first place a request for the women's right to vote was recorded. With all of these "firsts" there is plenty

Maryland statehouse; Farthing's Ordinary, a reconstructed inn with outbuildings; and Old Trinity Episcopal Church, built around 1829 with bricks from the original statehouse. During the summer months families can wander the grounds and experience the music, games, food and native dress of the first settlers.

Located at Point Lookout State Park are the remains of Fort Lincoln, a prisoner of war camp for Confederate soldiers during the Civil War. Local legend has it that the site is inhabited by ghosts. Many special events take place in St. Mary's County during the summer months including country fairs, the Governor's Cup Yacht Race and the annual jousting tournament.

In nearby Charles County, families can enjoy pleasant rides in the sunshine along rolling fields of tobacco that surround picturesque towns. Perhaps one of Charles County's more notable residents was Dr. Samuel A. Mudd, the country doctor who examined John Wilkes Booth's fractured leg following his assassination of President Abraham Lincoln. Mudd's house, listed on the National Register of Historic Places is open for tours.

Another Charles County landmark is Smallwood State Park, the former plantation of

The nation's capital has the Jefferson, Washington and Lincoln memorials, each in its own unique surroundings. The Jefferson memorial has places to rest and share a picnic lunch under the shade of the cherry blossoms. Paddle boats also can be rented by the hour and is a fun way to get a look at life in Washington.

The Capitol, White House and Supreme Court all offer daily tours. A favorite for many families is a tour of the FBI headquarters as well as a visit to the United States Treasury's printing site, where one can actually watch the nation's paper currency being made.

The Smithsonian Institution holds hundreds of exhibits (all free) and provides hours of fun for the entire family. Among the Smithsonian museums are the Museum of Natural History, Museum of American History and the National Air and Space Museum. The Museum of American History is known as the "nation's attic" because every thing is there—from Fonzie's leather jacket and Dorothy's ruby slippers to the first cars and fire engines and the First Ladies' gowns.

One of the best of its kind is the Washington National Zoo. Hundreds of rare animals live in natural habitat compounds rather than cages. A visit to "Monkey

An ideal vacation site for Seafarers and their families, the Paul Hall Center is part of picturesque southern Maryland.



Olympic-size swimming pool equipped with both a diving board and a lifeguard, a state-of-the-art health spa (that includes Nautilus, free weights and a universal gym, a sauna and steamroom) and plenty of space for peaceful walks or jogs on the beautifully landscaped grounds.

### Convenient History

One does not have to venture outside the gates to get their first dose of history. The marina serves as the home of the restored *Manitou*, the last pleasure vessel owned by President John F. Kennedy. The vessel was restored to its current excellent condition in 1990 by SIU pensioners. Across

to see only minutes from the center.

Nearby is Sotterley Mansion, an 18th century working plantation overlooking the Patuxent River. Some of the original buildings still stand and are open to the public.

Also on the Patuxent River, is the Naval Air Test and Evaluation Museum, the nation's only museum dedicated to the testing and evaluation of naval aircraft.

In historic St. Mary's City, families can travel back in time to visit the place where vessels from England first landed in 1634. Exhibits located on 800 acres of unspoiled tidewater landscape include a replica of the first

William Smallwood, a Maryland patriot leader during the Revolutionary War. Besides the restored house Smallwood State Park offers a marina for boat launching, a picnic area and a nature trail. On several occasions throughout the summer months there are craft fairs, military exhibitions and other special events.

### Big City Fun

If you crave more than the southern Maryland way of life during your stay and would like to venture into the metropolitan area of Washington D.C., there are many more sights following a mere two hour drive from the Paul Hall Center.

Island" and the rain forest at the zoo are fun and educational. Late last year a baby elephant was born at the National Zoo and is currently living with its mother in the elephant area.

There are many more sights to behold in Annapolis, Md., Alexandria, Va. and other metropolitan cities. It will take more than a day—or even a weekend—to see some of the more famous landmarks or visit other significant attractions in the area. From the peace and solitude of Piney Point and all its attractions, to the nation's capitol and surrounding areas, your time at the Paul Hall Center will be a memorable one.



### UNION MEMBER VACATION RATES

A vacation stay at the Lundberg 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.

## 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 two weeks.

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

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

## Digest of Ships Meetings

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

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

**CLEVELAND** (Sealift, Inc.), January 9—Chairman **David Garoutte**, Secretary **M. Vinca**, Educational Director **E. Hawkins**, Deck Delegate **Paul Cadran**, Engine Delegate **Dion Papas**, Steward Delegate **Nina Forsman**. Chairman thanked crewmembers for job well done. Educational director urged members to upgrade skills at Lundeberg School as soon as possible. No beefs or disputed OT reported. Chairman asked crew to respect privacy of others by not slamming doors. Crew extended special vote of thanks to steward department for barbecue and good food service. Next port: Guam.

**COVE ENDEAVOR** (Cove Shipping), January 16—Chairman **C. Smith**, Secretary **Thomas Wybo**, Educational Director **Mark Grandahl**, Deck Delegate **T. Troupe**. Chairman noted that this is the first SIU crew aboard newly contracted vessel. He announced ship will load in Panama and discharge in St. James, La. Educational director advised members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Chairman read amendment to contract sent to ship by Seattle hall. He encouraged members to view film about foreign-flag vessels sent by union. Recertified Steward Wybo extended wishes for happy retirement to Romeo Lupinacci and thanked him for his help while upgrading at Piney Point. Chairman passed out repair list. Next port: Chiriqui Grande, Panama.

**COVE LIBERTY** (Cove Shipping), January 30—Chairman **Terry Cowans**, Secretary **L. Palmer**, Educational Director **Floyd Acord**. Educational director urged members to use caution when walking on icy deck surfaces. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew stated mail slow getting to ship.

**GOLDEN MONARCH** (Apex Marine), January 30—Chairman **Charles Parman**, Secretary **Pernell Cook**. Chairman noted captain extended thanks to entire crew for job well done. He advised crew vessel is expected to lay up in Korea. Secretary thanked crewmembers for keeping ship in good shape. He reminded members to donate to SPAD. Educational director advised crewmembers to upgrade skills at Lundeberg School. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Crew reported "Scandal at Sea" video viewed by entire crew. Crew requested microwave oven and gave vote of thanks to galley gang for good meals. Next port: Korea.

**GREEN ISLAND** (Waterman Steamship Co.), January 9—Chairman **E. Grantham**, Secretary **J. Reid**, Educational Director **D. Ingram**. Chairman reported smooth sailing and advised crewmembers of estimated arrival in Newport News, Va. and New Orleans. Educational director announced new books available for crew. Treasurer reported \$230 in movie fund. No beefs or disputed OT reported. Crew discussed having stop chest available on regular basis and asked contracts department for clarification on use of telex by crewmembers.

**ITB GROTON** (Sheridan Transportation), January 9—Chairman **R. Paradise**, Secretary **R.**

**Seligman**, Deck Delegate **Brian Fountain**, Engine Delegate **A. Bruno**. Chairman announced documentary on foreign-flag vessels viewed by entire crew. He thanked deck department for job well done. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew noted TV reception very poor and requested new antenna. Crew gave hearty vote of thanks to chief cook and steward department for excellent meals. Next port: Charleston, S.C.

**ITB PHILADELPHIA** (Sheridan Transportation), January 30—Chairman **Vagn Teddy Nielsen**, Secretary **M.W. Hite**, Deck Delegate **Joseph Mieluchowski**. Chairman announced ship to be sprayed for bugs in next port. No beefs or disputed OT reported.

**LNG ARIES** (Energy Transportation), January 23—Chairman **Ulus Veach**, Secretary **Doyle Cornelius**, Educational Director **John Orr**, Deck Delegate **Louis Sorito Jr.**, Engine Delegate **Dasril Panko**, Steward Delegate **Udjang Nurdjaja**. Chairman announced "Scandal at Sea" video received and available for crewmembers to watch. He thanked crewmembers for job well done and reminded them to bring shipping card to vessel. Secretary advised members to pick up clean linen for next crewmember. He thanked steward assistants for jobs well done and asked crewmembers to keep mess room clean at night. Educational director advised members to upgrade at Lundeberg School and take advantage of new college courses being offered. Treasurer reported \$344 in ship's fund. No beefs or disputed OT reported. Crew stated *Seafarers LOGs* received. Crew enjoyed pool parties and extended special vote of thanks to SA **Bill Smaley** for keeping mess room clean. Next port: Nagoya, Japan.

**LNG CAPRICORN** (Energy Transportation), January 16—Chairman **C. Kahl**, Secretary **R. Frazier**, Educational Director **David Dinan**, Deck Delegate **Thomas Harding**, Engine Delegate **R. Rice**, Steward Delegate **Glen Williams**. Chairman discussed proper conduct of crew while in port. Educational director listed reasons why members should upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Engine delegate thanked galley gang and Chief Cook **Williams** for fine job. Crew asked contracts department to look into holiday pay for crewmembers for days worked last tour. Bosun asked crewmembers to work together as a whole. He noted first load ever taken to Korea by *LNG Capricorn* and gave hearty thanks to entire crew for successful discharge of cargo. Captain **P.L. Phancenk** also thanked crewmembers for job well done in Korea. He announced ship to be gas-free and in shipyard from April 25 through May 26. He advised crewmembers to keep dead lights closed at night. Chairman stated smoking on bridge is now okay but only near starboard exit with door cracked so smoke will drift outside and not remain in wheel house. He advised smokers to clean up after themselves.

ves. Crew observed one minute silence in memory of departed brothers and sisters.

**LNG VIRGO** (Energy Transportation), January 16—Chairman **S. Brooks**, Secretary **Oswald Stolber**, Educational Director **Bruce Zenon**. Chairman reported smooth sailing. Educational director urged members to take advantage of various upgrading courses at the Lundeberg School. Treasurer announced \$70 in ship's fund. No beefs or disputed OT reported. Chairman stated "Scandal at Sea" videotape viewed at meeting and created much interest by all crewmembers and officers. Chairman advised members to read president's report in *Seafarers LOG*. He extended thanks to crew for maintaining good relationships during entire tour and reminded those signing off to clean for next member signing on. Chairman noted "an SIU ship is a clean ship." Crew gave special thanks to *Seafarers LOG* for videotape and quality newspaper.

**OVERSEAS ARCTIC** (Maritime Overseas), January 30—Chairman **Jerome Williams**, Secretary **H. Davis**, Educational Director **T. Hill**, Deck Delegate **R. Castro**, Engine Delegate **Gary Danos**. Chairman reported new TV received for crew lounge. He reminded crewmembers ship paying off in New Orleans and thanked deck department for outstanding work. Secretary asked captain to install soft drink machine in lounge. He reported new buffer for decks will be received next trip and advised crewmembers to maintain sanitary conditions aboard ship. Educational director urged members to upgrade skills at Lundeberg School. He reminded everyone that dependents also may stay at Piney Point when member is upgrading. No beefs or disputed OT reported. Chairman announced new *Seafarers LOGs* available. Crew extended special vote of thanks to galley gang for outstanding job in preparation of excellent meals. Next port: Panama.

**OVERSEAS BOSTON** (Maritime Overseas), January 30—Chairman **S. Garay**, Secretary **W. Bryley**, Educational Director **S. Wilkerson**, Steward Delegate **James Boss**. Chairman noted "Scandal at Sea" video received from headquarters. Educational director encouraged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to clarify reimbursement of medical expenses. Crew extended thanks to galley gang for cleaning after ship layup and for great meals. Crew listed dryers need new lint screens. Chairman announced two new VCRs received.

**PATRIOT** (Vulcan Carriers), January 18—Chairman **R. Gibbs**, Deck Delegate **G. Thompson**, Engine Delegate **William Harris**, Steward Delegate **Daniel Payne**. Chairman thanked crew for fine work in port. Educational director urged members to upgrade at Paul Hall Center. Treasurer reported \$600 in ship's fund. No beefs or disputed OT reported. Crew discussed keeping milk supply frozen to avoid spoiling. Crew noted soap and toilet paper need to be distributed around ship equally. Crew reported mail not being received. Crew extended special vote of thanks to Chief Cook **Payne** for excellent galley skills and arranging special Christmas party for crewmembers. Next port: La Vera, France.

**SEA-LAND CONSUMER** (Sea-Land Service), January 16—Chairman **William Mortier**, Secretary **S. Ortiz**, Educational Director **Christopher Earhart**. Chairman thanked crewmembers for job well done in shipyard. Educational director urged members to upgrade at Piney Point and watch educational movies available aboard ship. Treasurer reported \$1,150 in ship's

fund and announced movies to be purchased in Long Beach, Calif. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested coffee machine in crew lounge and gave vote of thanks to steward department for job well done.

**SEA-LAND DEFENDER** (Sea-Land Service), January 23—Chairman **Robert Wagner**, Secretary **John Alamar**, Educational Director **Balle Bazidar**, Engine Delegate **Donald Morrison**, Steward Delegate **Ignacio Fontelera**. Chairman requested copies of new contract. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or

director advised members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew discussed new repair list as it circulated. Engine delegate reminded crewmembers to separate plastics from other trash. Special waste cans distributed by steward for this purpose. Crew voted steward department top notch and gave special thanks to Chief Steward **Guzman** for outstanding job. Next port: Long Beach, Calif.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), January 10—Chairman **John Stout**, Secretary **Nancy Heyden**, Educational Director **Cardel Dunn**, Deck Delegate **Mitchell Santana**, Engine Delegate **Saeed Muffahi**, Steward Delegate **Carlton Griffin**. Chair-

## U.S. Flag Makes Rare Appearance in Albania



The Patriot recently discharged 23,000 tons of wheat in Durres, Albania. The vessel is the second U.S.-flag ship to visit that port in 40 years.

steward delegates. Crew discussed having shuttle bus service to and from vessel in all ports outside U.S.

**SEA-LAND DEVELOPER** (Sea-Land Service), January 23—Chairman **Ernest Duhon**, Secretary **L. Pinn**, Educational Director **S. Brown**, Deck Delegate **Rick Burgess**, Engine Delegate **J. Day**, Steward Delegate **C. Largo**. Chairman noted new washing machine ordered last trip but not yet received. Deck delegate reported disputed OT and beef. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to clarify wheel watching rules. Crew extended vote of thanks to steward department for job well done. Next port: Tacoma, Wash.

**SEA-LAND EXPLORER** (Sea-Land Service), January 30—Chairman **Jack Kingsley**, Secretary **William Burdette**, Educational Director **G. Pollard**, Engine Delegate **S. Byerley**. Chairman announced arrival and payoff in Long Beach, Calif. No beefs or disputed OT reported. Steward delegate discussed developing system of returning movies to crew library after use in crew lounge.

**SEA-LAND HAWAII** (Sea-Land Service), January 9—Chairman **W. Lough**, Secretary **Paul Guzman**, Educational Director **Jose Del Rio**, Steward Delegate **Glenn Taan**. Chairman noted new *Seafarers LOGs* list updated schedules for Piney Point classes and urged members to attend. Treasurer reported \$165 in ship's fund. No beefs or disputed OT reported. Crew said "Scandal at Sea" videotape received but waiting for repairs to be completed on VCR. Crew stated microwave oven in crew mess hall needs repair. Next port: Honolulu.

**SEA-LAND HAWAII** (Sea-Land Service), January 30—Chairman **W. Lough**, Secretary **Paul Guzman**, Educational Director **Jose Del Rio**, Deck Delegate **Allen Runion**, Engine Delegate **K. Harder**, Steward Delegate **Glenn Taan**. Chairman noted crew waiting for dryer to be repaired. Educational

man thanked galley gang for holiday meals and recent cookout. He reminded those signing off to clean rooms and leave keys with steward or bosun. Chairman asked contracts department for clarification on new working rules for deck department. He asked crewmembers to clean up after themselves in laundry room to make job easier for DEU and reminded them to lock up while in port. Educational director encouraged members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Long Beach, Calif.

**SEA-LAND NAVIGATOR** (Sea-Land Service), January 16—Chairman **Werner Becher**, Secretary **R. Spingat**, Educational Director **Walter Stevens**, Deck Delegate **George Pabon**, Engine Delegate **Prentiss Smith**, Steward Delegate **Virgilio Hoffmann**. Chairman noted ship suffered minor damages in recent bad weather and thanked crewmembers for efforts to bring situation under control. Educational director advised members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew extended special vote of thanks to galley gang for excellent Christmas and New Year's dinners. Next port: Tacoma, Wash.

**SEA-LAND PERFORMANCE** (Sea-Land Service), January 12—Chairman **Richard Moss**, Secretary **G. Griswold**, Educational Director **D. Grenier**, Deck Delegate **James World**, Engine Delegate **Bobby Spencer**, Steward Delegate **Tom McNellis**. Chairman asked contracts department to supply copies of new contract as soon as possible. He announced Coast Guard inspection upon arrival in port with payoff expected to follow. Educational director reminded members to upgrade skills at Paul Hall Center and take advantage of all educational opportunities union has to offer. Treasurer reported \$50 in ship's fund. No beefs or disputed OT reported. Bosun gave vote of thanks to galley gang for excellent Christmas dinner and profes-

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# Final Departures

## DEEP SEA

### LEO BROWN



Pensioner Leo Brown, 68, passed away February 2. A Baltimore native, he joined the Seafarers in 1946 in the port of Seattle. Brother Brown sailed in the steward department. He was a veteran of the U.S. Navy in World War II. He retired in June 1984.

### BERNARD BURGE



Pensioner Bernard Burge, 68, died February 12. Born in Mississippi, he joined the SIU in 1968 in the port of New Orleans.

Brother Burge sailed in the engine department. He upgraded at the Lundeberg School frequently. Brother Burge served in the U.S. Army from 1950 to 1952. He began receiving his pension in September 1991.

### RICHARD COLLINS

Richard Collins, 51, passed away February 11. He joined the Seafarers in 1964 in his native Mobile, Ala. Brother Collins sailed in the steward department, most recently as a chief cook.

### HOMER CROSS



Pensioner Homer Cross, 64, died February 15. Born in Winston, N.C., he joined the union in 1956 in the port of Norfolk, Va. Brother Cross sailed as a member of the galley gang. He began receiving his pension in June 1991.

### TOM DANZEY

Pensioner Tom Danzey, 66, passed away December 25. An Alabama native, he joined the SIU in 1944 in the port of Philadelphia. Brother Danzey sailed in the deck department. He retired in December 1986.

### LEO FEHER



Pensioner Leo Feher, 73, passed away February 3. Born in Illinois, he joined the Seafarers in 1943 in the port of New York. Brother Feher sailed as an FOWT. He retired in December 1982.

### JAMES HAYNIE



Pensioner James Haynie, 73, died January 14. A native of Tangier, Va., he sailed in the deck department. Brother Haynie last sailed on the *Overseas Harriette* in 1988 as bosun. He also sailed on such vessels as the *Liberty Wave* and the *Sea-Land McLean*. Brother Haynie began receiving his pension in May 1989.

### MICHAEL KITSKO

Pensioner Michael Kitsko, 74, died December 24. A native of Whitney, Pa., he joined the Seafarers in 1948 in the port of Baltimore.

Brother Kitsko sailed in the deck department. He served in the U.S. Army Air Corps during World War II. Brother Kitsko began receiving his pension in November 1983.

### HJALMAR HORSMA



Pensioner Hjalmar Horsma, 79, passed away January 25. Born in Minneapolis, Minn., he joined the union in Duluth, Minn. in 1969. Before retiring in August 1979, Brother Horsma sailed as an AB.

### JESSE LASETER



Pensioner Jesse Laseter, 83, died February 11. Born in Georgia, he joined the SIU as a charter member in 1939 in the port of Jacksonville, Fla. Brother Laseter last sailed as a bosun. He retired in December 1965.

### JULIAN LOPEZ



Pensioner Julian Lopez, 67, passed away January 23. Born in Spain, he joined the SIU in 1962 in the port of New York.

Brother Lopez sailed in the engine department. He began receiving his pension in October 1991.

### DANIEL McMULLEN



Pensioner Daniel McMullen, 73, died January 17. A native of Brooklyn, N.Y., he joined the union in 1956 in the port of New York.

Brother McMullen primarily sailed as an AB. He upgraded at Piney Point in 1975. Brother McMullen was a veteran of the U.S. Army in World War II and sailed during the Vietnam conflict. He retired in August 1980.

### ERNESTO MORALES



Ernesto Morales, 64, passed away January 3. Born in Mayaguez, P.R., he joined the Seafarers in 1961 in the port of Puerto Rico.

Brother Morales sailed in the engine department.

### ROY PEEBLES

Roy Peebles, 63, died September 22. A native of Houston, he joined the SIU in 1953 in the port of New York. Brother Peebles sailed in the deck department.

### JULIAN PRIMERO



Pensioner Julian Primero, 68, passed away January 1. A Philippine Islands native, he joined the union in 1971 in the port of Seattle.

Brother Primero sailed in the steward department. He upgraded at the Lundeberg School in 1977. Brother Primero began

receiving his pension in August 1990.

### LOUIS PICKHART

Pensioner Louis Pickhart, 68, died January 27. A native of Jasper, Ind., he joined the Seafarers in 1959 in the port of Houston. Brother Pickhart sailed as a QMED. He upgraded at the Lundeberg School in 1980. Brother Pickhart served in the U.S. Navy during World War II. He retired in October 1983.

### JOSE RODRIGUEZ



Jose Rodriguez, 61, passed away January 17. Born in Colombia, he joined the SIU in 1969 in the port of New York.

Brother Rodriguez sailed in the deck department. He upgraded at Piney Point in 1975.

### JOSE SANCHEZ



Jose Sanchez, 61, died May 10, 1993. He joined the Seafarers in 1956 in his native Tampa, Fla. Brother Sanchez sailed as a QMED. He upgraded at the Lundeberg School in 1981.

### LAUREN SANTA ANA



Pensioner Lauren Santa Ana, 81, passed away February 12. A native of the Philippine Islands, he joined the SIU in 1947

in the port of New Orleans. He sailed as a chief steward. Brother Santa Ana began receiving his pension in March 1977.

### THOMAS SELF



Pensioner Thomas Self, 64, passed away February 3. A native of Clinchco, Va., he joined the Seafarers in 1951 in the port of Baltimore.

Brother Self successfully completed the bosun recertification program at the Lundeberg School in 1973. He served in the U.S. Coast Guard during World War II. Brother Self began receiving his pension in September 1992.

### FRITZBERT STEPHEN



Pensioner Fritzbert Stephen, 76, died January 28. Born in the Virgin Islands, he joined the union in 1955 in the port of New York.

He sailed in the steward department. Brother Stephen upgraded at Piney Point in 1981. He retired in December 1982.

### GEORGE VIDRINE



Pensioner George Vidrine, 83, died January 4. A native of Ville Platte, La., he joined the SIU in 1961 in the port of Hous-

ton. Brother Vidrine sailed as an FOWT. He began receiving his pension in July 1977.

### DING HAI WOO



Pensioner Ding Hai Woo, 84, passed away January 15. Born in China, he joined the union in 1955 in the port of San Francisco. Brother Woo sailed as a chief cook. He became a U.S. citizen in 1954. Brother Woo retired in January 1974.

## INLAND

### LOUIS CANAVINO



Pensioner Louis Canavino, 67, died January 8. A native of New Canaan, Conn., he joined the Seafarers in 1961 in the port of Baltimore. Boatman Canavino last sailed as a captain. He served in the U.S. Navy from 1944 to 1948. Boatman Canavino retired in May 1988.

### FREDERICK CHANSON

Pensioner Frederick Chanson, 65, passed away January 14. Born in Louisiana, he joined the union in 1974 in the port of Mobile, Ala. Boatman Chanson sailed in the deck department. He began receiving his pension in January 1991.

### ROBERT CHARLET



Robert Charlet, 36, died February 12. A Lexington, Ky. native, he joined the SIU after graduating from the trainee program at the Lundeberg School in 1980.

Boatman Charlet sailed in the deck department aboard *Orgulf* tugs.

### WILLIAM MCBUNCH



Pensioner William McBunch, 63, passed away January 19. Born in Friars Point, Miss., he joined the Seafarers in 1971 in the port of St. Louis.

Boatman McBunch most recently sailed as a tankerman. He served in the U.S. Air Force from 1950 to 1953. Boatman McBunch began receiving his pension in August 1992.

### ELVESTER SANDERS



Pensioner Elvester Sanders, 65, died February 2. A South Carolina native, he joined the SIU in 1980 in the port of Norfolk, Va.

Boatman Sanders sailed in the steward department. He served in the U.S. Navy from 1954 to 1961. Boatman Sanders retired in October 1993.

## LESLIE TETTERTON

Leslie Tetterton, 55, passed away January 27. A Belhaven, N.C. native, he joined the SIU in 1976 in the port of Norfolk, Va. Brother Tetterton sailed as an engineer.

## GREAT LAKES

### GEORGE CAUSEY JR.



Pensioner George Causey Jr., 71, passed away November 29. Born in Pell City, Ala., he joined the Seafarers in

1970 in the port of Detroit. Brother Causey sailed in both the deck and engine departments. He served in the U.S. Navy from 1942 to 1945. Brother Causey began receiving his pension in June 1987.

### EDWARD LADESICH



Pensioner Edward Ladesich, 81, passed away November 24. A Kansas native, he joined the SIU in 1954 in the port of Frankfort, Mich.

Brother Ladesich sailed in the deck department. He retired in August 1973.

### ARTHUR PERRY



Pensioner Arthur Perry, 76, passed away January 6. Born in St. Regis Falls, N.Y., he joined the SIU in 1960 in the port of Buffalo, N.Y.

Brother Perry sailed as an FOWT aboard *Kinsman* Marine vessels. He was a veteran of the U.S. Navy in World War II. Brother Perry began receiving his pension in December 1981.

## ATLANTIC FISHERMEN

### JOHN OSTERLUND

Pensioner John Osterlund, 82, passed away January 20. Born in Portland, Mass., he was one of the original members of the Atlantic Fishermen's Union, an affiliate of the SIU, before it merged with the AGLIWD in 1981. Osterlund moved to Gloucester, Mass. in 1937 and worked in that area until the time of his retirement in April 1976.

## RAILROAD MARINE

### VICTOR LANZA

Pensioner Victor Lanza, 82, died September 14. He joined the Seafarers in 1960 in his native New York. Brother Lanza sailed in the deck department. He served in the U.S. Army from 1942 to 1945. Brother Lanza retired in November 1975.

### VINCENT SADLER

Pensioner Vincent Sadler, 78, passed away January 31. A native of Mathews, Va., he joined the SIU in 1960 in the port of Norfolk, Va. Brother Sadler sailed as a pilot. He began receiving his pension in November 1980.

**Ships Digest**

*Continued from page 19*

sional food service. Next port: Elizabeth, N.J.

**SEA-LAND QUALITY** (Sea-Land Service), January 23—Chairman Carmine Bova, Secretary T.J. Smith, Deck Delegate Tom Nealon, Engine Delegate Anthony Rotunda, Steward Delegate Stephan Osowitz. Chairman reported *Seafarers LOGs* received. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew wished Chief Cook Osowitz well when he signed off and gave vote of thanks to steward department. Next port: Boston.

**SEA-LAND RELIANCE** (Sea-Land Service), January 13—Chairman A. Eckert, Secretary G. Sivley, Educational Director Amos Jaramillo. Chairman announced new *Seafarers LOGs* received. He noted ship will be in Tacoma, Wash. and thanked crew for smooth trip. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for excellent Christmas dinner.

**SEA-LAND SPIRIT** (Sea-Land Service), January 16—Chairman Howard Gibbs, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate S. Shields, Engine Delegate D. Locsin, Steward Delegate M. Brayman. Chairman reported sanitary inspection held and shower stalls need to be caulked. Secretary stressed importance of donating to SPAD. Educational director stated any member who wants to upgrade should attend Lundeberg School classes. Treasurer reported \$140 in ship's fund. No beefs or disputed OT reported. Crew noted "Scandal at Sea" videotape viewed by all. Crew gave vote of thanks to galley gang for job well done. Next port: Honolulu.

**SEA-LAND TRADER** (Sea-Land Service), January 30—Chairman L. Watson, Secretary Jack Utz, Educational Director Jan Haidir. Chairman reminded members to clean room before signing off ship. Crew requested new TV and refrigerator for crew lounge. No beefs or disputed OT reported. Crew discussed Sea-Land's mail policy in ports of call and requested copies of new contract when available. Steward delegate reported he is checking overall linen conditions.

**ULTRASEA** (Sealift Inc.), January 23—Chairman M. Noble, Secretary T. Dowd, Engine Delegate Oscar Garcia, Steward Delegate F. Monsibais. Chairman announced arrival in Russia. He's still waiting for parts to complete repairs in galley. Ship's antenna and ice machine also need repair. Educational director reported all

crewmembers have seen new "Scandal at Sea" video sent to ship. Treasurer reported \$56 in ship's fund. Deck delegate gave special thanks to galley gang for job well done. No beefs or disputed OT reported.

**SUGAR ISLANDER** (Pacific Gulf Marine), January 25—Chairman William Dean, Secretary Michael Thornton, Educational Director John Copeland, Deck Delegate Tommy Lister, Engine Delegate Geoffrey Denese, Steward Delegate Julio Aruz. Chairman reported new crew washer and rug shampooer received and tile in passageways and decks in laundry rooms fixed. He thanked crew for very smooth trip and announced payoff in New Orleans. Secretary thanked steward department for cleanliness of ship. Educational director reminded members to take advantage of opportunities available at Piney Point and to apply for SIU scholarship before April 15 deadline. No beefs or disputed OT reported. Crew commended steward department for excellent job.

**USNS SILAS BENT** (Bay Ship Management), January 26—Chairman R. Vazquez, Secretary B. Henderson, Educational Director Richard Larsen. Chairman advised members new contract currently in effect and 90 days seetime needed for vacation pay per year. Secretary reported store rooms and refrigerators clean and in good order. He noted fresh stores to be received in Singapore and all pasta now being kept in refrigerators. Educational director reminded members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Chairman stated annual Coast Guard inspection to be conducted in next port. He reminded members to separate plastics from trash for proper disposal. Crew gave round of applause to SIU storekeeper Hugh "Tom" Catron for receiving 100 percent on recent quality assurance inspection. Chairman noted it is the first perfect score ever received by ship.

**SEA-LAND TACOMA** (Sea-Land Service), February 2—Chairman Joseph Artis, Secretary H. Lively, Educational Director George Ackley, Engine Delegate Walton Weaver, Steward Delegate F. Martin. Chairman noted crew still waiting for copy of new contract. Chairman announced new watch system now in effect. Educational director discussed donating money to Seaman's Church in New York for sending books to ship. He urged members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed building movie library of their own in crew lounge and creating shelf for new books. Crew extended special vote of thanks to galley gang for job well done. Next port: Tacoma, Wash.

# SEAFARERS SCHOLARSHIPS



This winter has been devastating for virtually every region of the country. But take heart—spring is on the way, and with it come thoughts of growth, of renewal—of education!

Only one month remains in which to complete a scholarship application for the seven awards that will be issued in 1994 to three Seafarers and four dependents of SIU members.

Of the seven scholarships to be awarded this year, three are reserved for SIU members (one in the amount of \$15,000 for a four-year scholarship to a college or university, and two \$6,000 two-year scholarships for study at a vocational school or community college). The other four stipends will be granted to spouses and dependent children of Seafarers. Each of these four is a \$15,000 scholarship for study at a four-year college or university.

Anyone who has looked into the costs associated with higher education knows the financial burden that can sometimes result. A Seafarers scholarship will help ease that burden. The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year for two years.

Eligibility requirements for Seafarers and their spouses and unmarried dependents are spelled out in a booklet which contains an application form. It

is available by filling out and returning the coupon below. The 1994 Scholarship Program booklets also are available at all SIU hiring halls. But remember: **Completed applications must be sent to the Seafarers Welfare Plan on or before April 15, 1994—so act now!**

The scholarship application form must be completed by ALL applicants and includes:

- Autobiographical Statement
- Photograph of Applicant
- Certified Copy of Birth Certificate
- High School Transcript

AND Certification of Graduation

- Official Copy of High School Equivalency Scores
- College Transcript
- Letters of Reference
- SAT or ACT Results.

The application form and the first three items listed here should be mailed by the applicant. All other items should be mailed by the person or agency from whom they are requested. All items should be sent to Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

**Act Now.  
Time Is Running Out.**

**Send for Your Application Form Today!**

Please send me the 1994 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

Book Number \_\_\_\_\_

Address \_\_\_\_\_

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

Telephone Number \_\_\_\_\_

This application is for:

- Self                       Dependent

Mail this completed form to Scholarship Program, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746.

**Supply Officer Catron Aces Inspection**



Hugh "Tom" Catron, supply officer aboard the *USNS Silas Bent*, recently received a 100 percent satisfactory score in all areas of a rigorous quality assurance inspection aboard ship—the first and only supply officer in Military Sealift Command-Atlantic history to "ace" the inspection. Brother Catron has been sailing with the SIU for six years. Prior to joining the union, he worked for MSC for 14 years and began his supply career in the U.S. Army doing logistic supply for helicopters during the Vietnam War. Above, Catron is at work during a recent stopover in Singapore.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 519**—Graduating from trainee lifeboat class 519 are (from left, kneeling) Bryan Bush, Andrew Keane, James Murphy, Samuel Forrest, Eric Garror, Elwood Leguillou, Randy Pearson, Kurt Benjamin, (second row) Jim Brown (instructor), Jerry Leonard, John McDonald Jr., Robert Mahone, Eric Mose, Timothy Hadley, Walter Bagby, Spencer Hunter, Claudio Romano, Kenneth Flanagan, Thomas Schaefer Jr., Daniel Tapley and Cyrus Brewster.



**Upgraders Lifeboat**—With instructor Jim Brown (left) are upgrading graduates of the December 14 lifeboat class (from left) Wayne Webb, Jeannette Hall and Michael San Juan.



**Third Mate**—Certificates of completion were received by the December 7 class of upgraders. They are (from left, front row) Susan Corliss, Daniel Vich, Daniel Hughes, Bruce Perry, Ron Raykowski (instructor), (second row) John McGonagle, John O'Connell, Darrell E. Peterson, Samuel J. Johnson, Douglas Jones and Robert Corbett.



**Celestial Navigation**—The December 15 graduates of the celestial navigation course are (from left, front row) John Bellinger, Mark Lamar, Romeo Lugtu, Mark A. Blom and Jake Karaczynski (instructor), (second row) Ronald Mercer, Marc Taylor and Andrew Smith Sr.



**Pumproom Maintenance**—Graduating on December 9 from the pumproom maintenance course are (from left, kneeling) Art Wadsworth, John Osburn Jr., (second row) Victor Mull, Chris Gilman, Marsha Dawson, Miguel Rullan, Brantley Twiford, Lawrence Banks, (third row) Mark Glinka, Allen Scott, Dan Holden (instructor), Mark Lawrence and Eric Morrison.



**Diesel Engine**—Receiving certification in diesel engine technology are (from left, seated) Dennis Riley, Bruce Smith, Joseph Jay Arnold, (second row) Gary Frazier, Steve Erdell, J.C. Wiegman (instructor), Wesley Wise, Larry M. Pittman, James Gibson and Matthew DiTullio.



**Basic Electronics**—Working their way up through the engine department are (from left, front row) Arthur Wadsworth, Herman Manzer, Richard G. Buchanan, (second row) Brantley Twiford, Marsha Dawson, Michael Goins and Russ Levin (instructor).



**Radar**—Renewing their radar endorsements on January 14 are (from left, front row) Patrick Cross, Mariana Photiou, Lee Harman, (second row) Christian H. Werner, Michael Woodman and Jake Karaczynski (instructor).

## LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between April and August 1994 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

### Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	May 20	July 1
	July 15	August 26

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

Bridge Management (Shiphandling)	May 6	May 20
	July 29	August 12
Radar Certification	April 29	May 6
	May 20	May 27
	June 17	June 24
	July 22	July 29
Celestial Navigation	August 19	August 26
	July 1	August 12
Third Mate	April 19	August 12
Limited License, Part 1	April 11	April 22
	June 20	July 1
Limited License, Part 2	April 25	May 6
	July 5	July 15
Limited License, Part 3	May 9	May 20
	July 18	July 29

### Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and (Containment)	June 17	June 24
	July 1	July 8
	August 26	September 2
Lifeboatman	April 22	May 6
	May 6	May 20
	May 20	June 3
	June 17	July 1
	July 15	July 29
	August 12	August 26
Basic/Advanced Fire Fighting	August 26	September 9
	May 6	May 20
Sealift Operations & Maintenance	July 8	July 22
	May 9	June 3
	July 11	August 5

### Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	March 28	May 2
Steward Recertification	July 5	August 8

### Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	All open-ended (contact admissions office for starting dates)	
Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

### Engine Upgrading Courses

Course	Check-In Date	Completion Date
All students must take the Oil Spill Prevention and Containment class.		
QMED - Any Rating	August 1	October 21
Fireman/Watertender and Oiler	May 9	June 17
Diesel Engine Technology	June 27	July 22
Refrigeration Maint. & Operations	August 1	September 9
Refrig. Containers - Advanced Maint.	May 2	June 10
Pumproom Maint. & Operations	May 2	June 10
Hydraulics	June 20	July 15
Marine Electrical Maintenance	July 5	August 26

### 1994 Adult Education Schedule

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

Course	Check-In Date	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	May 2	May 6
	June 27	June 30
	July 11	July 15
	August 22	August 26
	September 5	September 9

### General Education College Courses

Session II	May 9	July 1
Session III	September 12	November 4

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)  
 Address \_\_\_\_\_  
(Street)  
 Telephone \_\_\_\_\_  
(City) (State) (Zip Code)  
(Area Code) Date of Birth (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_  
 Seniority \_\_\_\_\_ Department \_\_\_\_\_  
 U.S. Citizen:  Yes  No Home Port \_\_\_\_\_  
 Endorsement(s) or License(s) now held \_\_\_\_\_

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?  
 Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeberg School identification card listing the course(s) you have taken and completed. The Admissions Office WILL NOT schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_  
 Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

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

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

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



**Time Is Running Out!**  
 The deadline to apply for a Seafarers scholarship is April 15—only one month from now. Don't pass up this opportunity for a higher education. See page 21 for additional information.

## Paul Hall Center Enhanced by New Barge



Now moored in Piney Point, the *Empress II* still features part of the pulse generator/antenna system once used to simulate electromagnetic pulses.

Upgraders at the Paul Hall Center for Maritime Training and Education soon will have the opportunity to train aboard the *Empress II*, a state-of-the-art barge formerly used by the government for electromagnetic testing.

Some of the barge's features include the following: refrigeration and atmospheric control systems; sewage control and disposal; a complete hydraulics system; winches; centrifuges; ballast control (from 2 to 15 feet) and bilge pumping; a complete generator balancing system; heating and water-treatment systems; rigging, anchors and safety rafts; self-contained breathing equipment and other safety gear.

The *Empress II*, which is fully functional and has two interior levels, also sports compartments for administrative activities and barge control and operation; a workshop for barge and equip-

ment maintenance; a small lounge and mess area with sanitary and shower facilities; and two diesel engines which run the synchronized generators that power the barge. (The generators pack 600 kilowatts of power—enough to run the entire school in a state of emergency.)

The Paul Hall Center recently acquired the *Empress II* (short for Electromagnetic Pulse Radio-Frequency Environment Simulator for Ships) via the U.S. Defense Regional Material Office based in Virginia, under terms of the Merchant Marine Act of 1936, as amended in 1980. That law reads in part that "excess or surplus vessels, shipboard equipment and other marine Equipment, owned by the United States, may be made available by gift, loan, sale, lease or charter to the Federal and state maritime academies and to any nonprofit training institution which has

been jointly approved by the (Maritime) Administration and the U.S. Coast Guard . . ."

The vessel, which is loaded with top-flight equipment, is on loan to the Seafarers Harry Lundeberg School of Seamanship for the next three years. After that, the government may opt to donate it to the school.

### Valuable Training Tool

Instructors and administrators at the Paul Hall Center say the *Empress II* will be an exceptionally versatile and valuable training tool. Engine and deck department upgraders routinely will use it, as will all members who participate in firefighting, confined space training and damage control courses.

"It will be in constant use," said Lundeberg School Vocational Director Jim Shaffer, who added that instructors currently are formulating plans to integrate

the 120-foot *Empress II* into the curriculum. "We're going to be able to use this barge in so many different classes, it's amazing. This is really a major asset to the school."

"It has every item that we train with," said Bill Saul, waterways advisor for the Paul Hall Center. "There's something for everyone, whether they sail deep sea, Great Lakes, inland or on passenger ships."

Saul joined Lundeberg School instructors Ben Cusic, Bill Hellwege, Danny Holden, Ron Raykowski, Tommy Swann and Jeff Swanson in transporting the *Empress II* from Virginia's York River to Piney Point, Md. in January. Pushed by the tug *Susan Collins* and directed by the *Seafarer* (both Lundeberg School training vessels), the barge arrived in less than 24 hours.

"The trip was beautiful. We had the best weather that we had for the entire winter," said Hellwege, who directed the transport of the barge. "This is a tremendous acquisition for the school and a realistic training aid."

### High-Tech Testing

The *Empress II* was built in the mid-1980s and launched in 1986.

But in some ways, its roots go back to 1962, when a high-altitude nuclear test in the Pacific disrupted electric power in Hawaii, some 600 miles away.

Tests confirmed that nuclear

explosions which occur above the atmosphere generate an electromagnetic pulse (EMP). The EMP does not harm people, but depending upon the strength of the induced electromagnetic field, damage can range from momentary electrical interruption to total overload and burnout of circuits.

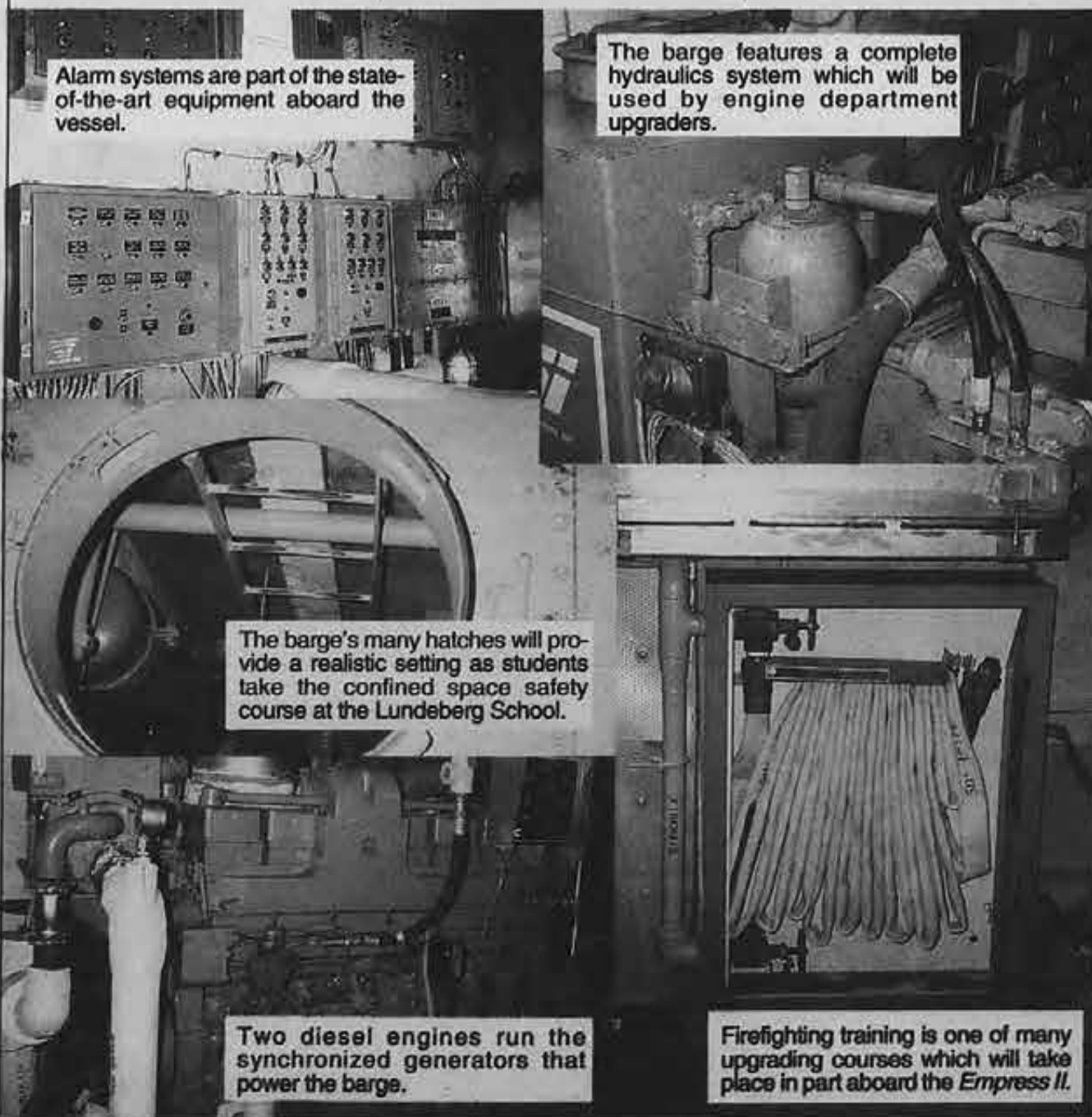
In July 1984 the U.S. Navy contracted to build and test a seaworthy EMP simulator—the *Empress II*. The vessel included a powerful pulse generator/antenna system that was used to simulate an EMP which was radiated at military ships in order to evaluate their resistance, as well as the potential vulnerability of shipboard systems.

The *Empress II*'s integrated systems consisted of a massive transmitter mounted on deck, and a receiver on the ship being tested. After several years of performing such tests, the vessel became classified as government surplus.

The pulse generator since has been removed, as has part of the antenna support structure.

Now, it has found a new home at Piney Point. "Students will learn by actually performing preventive maintenance on the barges," said Shaffer. "This will substantially reduce the cost of maintaining it."

"It seems like every day, someone comes up with another idea about how we can use it."



Alarm systems are part of the state-of-the-art equipment aboard the vessel.

The barge features a complete hydraulics system which will be used by engine department upgraders.

The barge's many hatches will provide a realistic setting as students take the confined space safety course at the Lundeberg School.

Two diesel engines run the synchronized generators that power the barge.

Firefighting training is one of many upgrading courses which will take place in part aboard the *Empress II*.

## Help Locate This Missing Child

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

Kevin and his brother were upstairs playing in their sum-

mer home in Sugarbush, Minn. on September 30, 1982. Their mother went outside for a short while. When she returned, 5-year-old Kevin was gone.

The photo at left is shown age-progressed to the age of 13 or 14 years old. Kevin has a scar on the right side of his chin, his speech is limited and he is hearing impaired.

At the time of his disappearance, the blonde-haired, blue-eyed child was 4 feet tall and weighed 50 pounds.

Anyone having information on the whereabouts of Kevin Jay Ayotte should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Beltrami County (Minn.) Sheriff's Office at (218) 751-9111.



Kevin Jay Ayotte