

SEAFARERS LOG



Volume 56, Number 4

April 1994

Bisso Tugmen Vote SIU 2-1

Union Prepares for Contract Talks; Company Seeks to Stall Certification



Crewmembers aboard Bisso tugboats, like the two shown above, voted to sign on with the Seafarers. Page 3

Big Chill Ices Lakes Fitout, Causes Delays

The harshest winter in recent memory forced many Great Lakes vessels to stay in port longer than originally scheduled because of ice blocking the shipping lanes. The winter conditions affected such SIU-crewed vessels as the *St. Clair* and tugboat *Arkansas*. Story on page 6.



Photo By Jerry Bleick

CAROL CROSSAN
ACCOUNTS SECTION
STATE HISTORICAL SOC OF W
816 STATE STREET
MADISON WI 53706-1482

690

President's Report

Health Care Fight Begins

The fight is on. After months of verbal salvos fired by those entrenched and enriched by the present medical program, Congress has started to hold hearings on legislation to reform America's health care system.



Michael Sacco

During the election of 1992, the AFL-CIO spoke in behalf of working people all across America who were concerned about the continuing need to give up pay raises and other benefits in order to maintain adequate health care coverage for themselves and their families. Candidate Bill Clinton listened and made health care reform a priority.

The president set up a study group to look into every aspect of the problem and come back with suggestions to the White House on what should be done. The committee met with average citizens and medical professionals all across the country to gather evidence on what has become a crisis in America. The president introduced these ideas on September 22 during a nationally televised address.

Yet, despite the fact that almost 39 million Americans in the latest count are uninsured, despite the fact that the national inflation rate averages around three percent while the medical inflation rate grows at 11 percent annually, despite the fact that the United States spends far more of its gross national product on health care than any of the other major industrialized nations (which provide universal coverage for their citizens), there are still those who claim we do not have a health care crisis.

No health care crisis? Try telling that to the head of a household who has been laid off and now has no protection for his or her family. Try telling that to a single parent who is trying to make ends meet at a low-paying job that does not provide any health care benefits. Try telling that to someone who has dealt with the skyrocketing prices of medicine when his or her budget has been knocked out of whack to fill a prescription for an illness.

The naysayers claim we don't have a health care crisis. But, another 2.3 million Americans joined the ranks of the uninsured in 1992, and that figure continues to increase.

And who pays for those without insurance? For one, those of us in the trade union movement who have health care coverage. While union workers enjoy coverage that others don't, skyrocketing prices have put a strain on the health insurance plans of those who have coverage. That's because every time an uninsured person gets treated in an emergency room, the cost is passed along through higher prices to those who do enjoy coverage.

However, those same naysayers who claim there is no health care crisis are offering their own legislation to "reform" health care. Their idea of so-called reform is not to bring all Americans to the standard of coverage enjoyed by workers covered by a union contract, but to lower the coverage of those with benefits to a substandard level. Then they would tax anyone who seeks to obtain a higher level of coverage.

The SIU will oppose any such move in Congress to lower the standard of health care in this country. That is not reform; that is regression.

The Seafarers will stand with the AFL-CIO in its support of a health care reform initiative, like the president's, that includes true reform of the system. Among those principles that must be part of any bill fixing the nation's health care system are universal coverage for all Americans — coverage that cannot be taken away because of illness, lack of a job or any other cause; preservation of quality care and containment of the spiraling costs.

As the Congress debates both the president's health care reform proposal and all the other pieces of legislation dealing with the same subject, the AFL-CIO will be working to ensure that any system adopted benefits working people and their families. The SIU certainly will do everything it can to assist in those efforts.



SIU fishermen join with others from New England to protest the conditions of their industries during a sit-in at the New Bedford, Mass. federal building on March 11.

Commerce Dept. Offers Aid Package After New England Fishermen Protest

A month-long series of meetings and protests led by SIU fishermen from the port of New Bedford, Mass. culminated in the release late last month of \$30 million in economic aid by the U.S. Commerce Department.

Commerce Secretary Ronald Brown announced the assistance package while meeting in Boston on March 21 with New England area fishermen and elected officials.

The announcement of the aid came after a month in which New Bedford Seafarers were joined by fellow fishermen from other ports in Massachusetts and Maine in tying up their vessels in Boston Harbor for two weeks. The fishermen held meetings with state and federal elected officials to discuss the plight of their industry.

Then, after returning to their home ports, the New Bedford fishermen conducted a peaceful sit-in on the steps of the town's federal building to call attention to the problems associated with increasing federal regulations and decreasing stock in the Georges Bank fishery.

The fishermen had been urging the government to release economic aid funds authorized last year in the \$7.6 billion California earthquake relief measure. Senator John Kerry (D-Mass.) had amended the bill to authorize the commerce secretary to make available up to \$550 million for the fishing industry in disaster aid.

Concerns Remain

Despite the announcement of the aid, fishermen are concerned that it may not be enough to deal with the problems in their industry.

Henri Francois, SIU port agent in New Bedford, noted the fishermen are wondering how the money will be distributed.

"There is a concern that very little of the \$30 million may actually reach the fishermen it is intended to help," Francois said. "Much of that will depend on the details that have not been finalized."

According to a statement issued by the Commerce Department, \$18 million of the aid will be targeted at entire communities affected by new regulations and declining fish stocks. It will focus on the longterm recovery of the impacted towns and villages through community reinvestment and diversification.

The remaining \$12 million will come from the department's National Oceanic and Atmospheric Administration in loan guarantees and direct grants for alternative economic activities and a series of Fishery Assistance Centers, including two mobile operations to help affected fishermen.

While welcoming the federal aid, both Kerry and Sen. Edward Kennedy (D-Mass.) called it only a first step in the efforts to help the New England fishing industry. Brown noted the Clinton administration would be seeking additional funds designed to help the industry.

Regs Decrease Yield

The protests that brought the problems of the New England fishing industry to Washington's attention began earlier this year when the federal government began informing fishermen of new regulations that would decrease the amount groundfish and scallops they could catch. (Groundfish is a general term for haddock, cod, various flounders and other commercially important species of fish.)

For years, the National Marine Fisheries Service (NMFS) has been working on a plan to reduce the number of fish caught in the Georges Bank, located in the North Atlantic off the coast of New England. Overfishing of the grounds, caused in part by government efforts to build up the commercial fleet, had greatly reduced the amount of fish that could be harvested.

Despite the fact that planning for the regulations had been taking place for years, the fishermen started receiving letters at the beginning of 1994 from the NMFS that they would have to purchase larger mesh nets for groundfish and larger rings for

scallop dredges. Implementation was set for March 1.

A shortage of the new nets and rings, however, as well as complications in implementing the plan forced the service to delay implementation of the program for one month. A second extension until May 1 was granted for the new nets and until June 1 for rings.

Limits Days at Sea

Shortly after the fishermen received their notification concerning the nets, another letter from the fisheries service was arriving in their mailboxes.

The letters notified boat owners how many days they could sail during the upcoming year under two systems the service was proposing. One, called the fleet system, was limited to 190 days for the year. The other, called the individual boat system, was based on the average number of days the boat sailed in the previous year and reduced by 10 percent.

The idea behind the program was to reduce the amount of fishing that occurs in the Georges Bank. However, as it has been announced, the program actually hurts vessels which have been practicing conservation—like those sailing under an SIU contract—which requires four days ashore for every 10 days at sea, and rewards the non-union boats that simply come into port to off-load fish, change crews and then return to sea.

In order to monitor the days at sea, the NMFS had ordered the fishing boats to carry Vessel Tracking Systems, known as "black boxes." The cost for such devices runs up to \$5,000 plus monthly usage fees. The SIU has

Continued on page 14



Seafarer Tony Santos demonstrates to the press that fish which are considered undersized by the U.S. government are allowable in Canada. The fish in turn are imported for sale in the United States.

Volume 56, Number 4

April 1994

The *Seafarers LOG* (ISSN 0160-2047) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, Md. 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, Md. 20746.

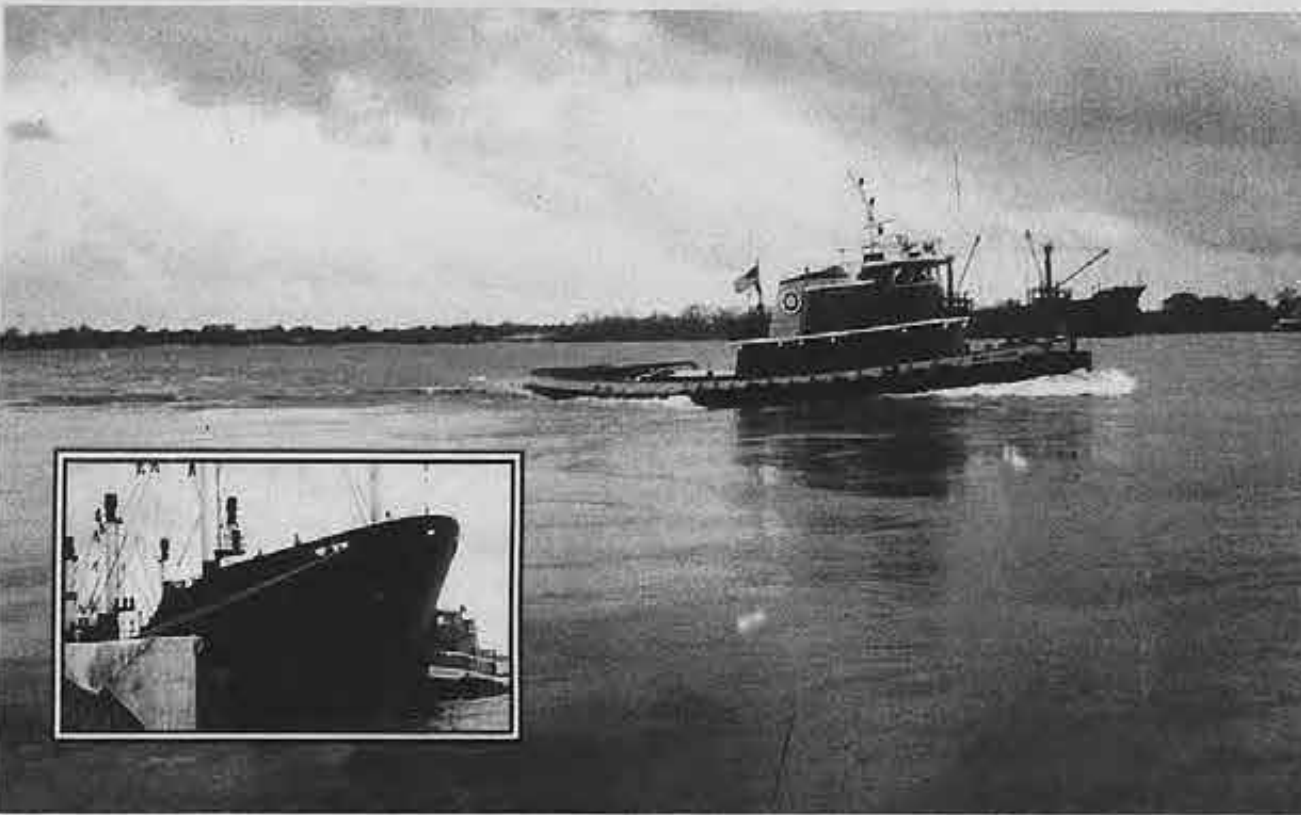
Managing Editor, Daniel Duncan; Associate Editors, Jordan Biscardo and Corrina Christensen; Associate Editor/Production, Deborah A. Hirtes; Art, Bill Brower.



The Bisso fleet operates from the Gulf up the Mississippi River as far north as Baton Rouge, La.



"A union means you have a future," says AB Robert Neff Sr., who works aboard Bisso tugs like the one above. "I think this is terrific."



E.N. Bisso's 15 tugboats, including the ones pictured here, are used for docking operations.

E.N. Bisso Crews Vote SIU By 2-1

In a major maritime development, crewmembers of a longtime non-union Gulf tugboat company voted overwhelmingly last month to be represented by the Seafarers International Union.

By a count of 45 to 27, the boatmen working for New Orleans-based E.N. Bisso Co. signalled that they wanted union representation, despite an intense anti-union campaign waged by the company.

Voting was conducted by secret ballot and took place

February 22 aboard the Bisso tug *Glady's B.*, which was in port in New Orleans and was secured by officials from the National Labor Relations Board (NLRB). Additional secret ballot voting also took place on March 3 in Miami aboard the *Capt. Bud Bisso*, the one Bisso vessel that sails offshore.

The NLRB counted the ballots and announced the results on March 8.

Since the election, the SIU has been preparing for contract talks with the company. However, Bisso filed objections about the election with the NLRB. The agency currently is investigating Bisso's objections.

E.N. Bisso, which openly has resisted union organizing of its employees for many years, operates a fleet of 15 boats — 14 of which work in ship docking operations from the Gulf up the Mississippi River as far north as Baton Rouge, La.

"I voted yes because I believe a union is the only sensible way a working man can go," said Deckhand Robert Neff Sr. "A union means you have a future. I think this is terrific."

In reference to Bisso's efforts to get crewmembers to vote against the union, Neff, 57, added, "What the company has done to us has been very intimidating, and I'm not the type who's easily intimidated. They're very sarcastic, they've put out a

lot of propaganda and they came on the boats the week before the election and tried to tell us to vote no.

"But it didn't make any difference to me. You see the results of the vote—evidently, we wanted to join the union, and we're happy because we have the union. Guys know they're going to have good benefits and wages and job security over the long haul."

Dean Corgey, vice president of the SIU's Gulf Coast Region, said, "I have a tremendous amount of respect for the boatmen in the Bisso fleet. They were subjected to the most intimidating and vicious anti-union campaign that I've ever seen. But they hung together, showed a lot of guts and they prevailed."

"We reach out to those 27 who didn't support the union to come on board. The more people who are with the union effort, the stronger we'll be at the bargaining table and the better their contract is going to be."

Meanwhile, an ex-Bisso captain who requested anonymity until his charges against the company are processed said he believed the company fired him because he refused to cooperate in Bisso's aggressive anti-union campaign.

The captain also expressed the general view of many of his shipmates that the company was trying to intimidate the crew from exercising their right to free choice.

Fired Capt. Returns to Work After MTD Protests Dismissal Nelson Flew Historic Flag to Support U.S. Mariners

The captain of the *President F.D. Roosevelt*, who had been fired for flying an historic, Revolutionary War-era American flag as a peaceful show of support for the U.S. merchant marine, was reinstated after a unified protest by maritime labor was launched under the auspices of the AFL-CIO Maritime Trades Department (MTD).

Captain Richard Nelson resumed command of the *Pres. Roosevelt* on March 21, less than two weeks after his firing and after resolving differences with American President Lines, Ltd. (APL).

Acting on behalf of the entire crew—which includes members of the SIU (steward department), the SIUNA-affiliated Sailors' Union of the Pacific (deck) and Marine Firemen's Union (engine), the Masters, Mates & Pilots (MM&P, deck officers) and District 1-MEBA (engine officers)—Nelson on March 1 raised a flag aboard the *Pres. Roosevelt* bearing the likeness of a snake on 13 red and white stripes and the words "Don't Tread On Me." One of the earliest flags in U.S. history, it was hoisted in place of the Stars and Stripes as a peaceful protest over the demise of the American merchant fleet, while the ship was in port in Apra Harbor, Guam.

Four days later, Nelson, a Vietnam veteran and commander in the Naval Reserve who has worked for APL for 17 years, was relieved of his command of the *Pres. Roosevelt*. On March 8, Nelson was fired by company officials in a meeting at APL's offices in Oakland, Calif. The letter of dismissal given to the 48-year-old Nelson cited "violation of APL Policies and Procedures . . ."

A groundswell of protest immediately erupted over Nelson's firing.

MTD President Michael Sacco, who also is president of the SIU, called a meeting in Washington that included representatives from all of the unions involved in these incidents. (The MTD consists of 42 affiliated unions which represent more than 8 million workers.)

Afterward, in a communication sent to APL President and CEO John Lillie on March 16, Sacco noted the "condition of uncertainty and instability among the company's crewmembers by virtue of [APL's] repeated threats and intimations that it was preparing to switch its operations from

the American flag to foreign-flag registry.

"We emphasize this point because it is against this backdrop that the action of Captain Nelson . . . is easily understood."

In the letter to Lillie, Sacco called for reinstatement of Nelson as master of the *Pres. Roosevelt*; for assurance that no attempts will be made to "in any way inhibit [the crew's] right to speak up on issues of concern to them and the American public"; and for disciplinary action against the officials from APL who were responsible for Nelson's firing.

He also pointed out the apparently contradictory actions of APL receiving federal subsidies while proceeding with plans to reflag some of its vessels and while building new ships overseas.

The MTD's actions came on the heels of a resolution passed by its San Francisco Port Council immediately after Nelson's dismissal. In that resolution, the port council proclaimed support of the captain and vowed to "take all appropriate action against the disgraceful punishment imposed by (APL) upon our brother . . ."

Receives Back Pay

Nelson received back pay and benefits. His union, the MM&P, had filed a grievance with the company, and the case was



Crewmembers aboard the *President Roosevelt* display the historic Revolutionary War-era flag which Captain Nelson raised on March 1 while the vessel was in port in Guam. Among those pictured are SIU members Joseph Tucker (chief cook, standing at far right) and Alvin Solomon (assistant cook, kneeling at right).

scheduled to go to arbitration before the settlement with APL was reached.

APL and the MM&P issued a joint statement noting that Nelson's reinstatement with full back pay demonstrates the effectiveness of the collective bargaining process.

Signed by Lillie and MM&P President Tim Brown, the statement describes the resolution of the situation as "amicable."

"The confidence established by our joint efforts in support of maritime revitalization legislation contributed to our ability to place this controversy in perspec-

tive," the statement reads. "We will continue to work together to seek the survival of the U.S. merchant marine."

In June 1993, APL and Sea-Land Service Inc. filed applications for approval from the U.S. government to transfer 20 vessels to foreign registry. The companies cited the lack of a new U.S. maritime program.

Later in the year, the House passed a maritime revitalization bill.

The Clinton administration presented its revitalization program to Congress last month.



Capt. Nelson

House Takes Up Waterways Safety Bill

Merchant Marine Committee Chairman Studds Calls for Sweeping Changes

Rep. Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, has introduced an inclusive bill which addresses many aspects of towing safety, licensing, manning, equipment and inspection designed to improve the safety of the nation's inland waterways.

The Towing Safety Act (H.R. 4058) includes many safety standards supported by the SIU and the union's efforts over the past few years to bolster the safety conditions along America's navigable waterways.

H.R. 4058 includes the inland safety provisions endorsed by Transportation Secretary Federico Pena during a March 3 hearing of the House Coast Guard and Navigational Subcommittee. The secretary called the effort to improve waterways safety "one of our highest priorities."

Accidents Spotlight Need

The need for such legislation has been highlighted by two very serious accidents involving tugs and barges in the past six months. On September 22, the tug *Mauvilla*, pushing six barges, struck a bridge in Big Bayou Canot near Mobile, Ala., knocking the structure's railroad track 41 inches out of alignment. Amtrak's *Sunset Limited* derailed because of the misaligned track, and 47 people were killed.

On January 7, the barge *Morris J. Berman*, adrift after its towline broke, struck a coral reef off the coast of San Juan, P.R. and spilled 600,000 gallons of oil, fouling pristine beaches and killing a variety of fish and wildlife.

"Traffic on our waterways, especially on crowded inland rivers, is increasing, and too many accidents are the result,"

said Studds following the introduction of the Towing Safety Act. "Huck Finn could not drift down the mighty Mississippi today without getting run over."

"Those who use these waters for commercial purposes must recognize that times have changed, they no longer have the rivers to themselves and they face a growing array of obstacles in the form of highway bridges, railroad bridges and shoreline development. Safety must triumph over tradition. Licensing and manning standards must be brought into the modern era," said the chairman.

According to a U.S. Coast Guard report of December 6, 1993, entitled "Review of Marine Safety Issues Related to Uninspected Towing Vessels," there were 12,971 marine casualties involving uninspected towing vessels between 1980 and 1991—1,080 accidents per year or an average of nearly three each and every day.

The Coast Guard's study found that 59 percent of these accidents were directly related to personnel errors and 16 percent were attributable to equipment failures. "This is not a safety record to be proud of," stated Studds.

"The legislation I am introducing will impose requirements for towing vessel inspection and tighten those for equipment, manning and licensing, so that we may reduce accidents and provide greater safety for commercial traffic on our waterways and for the public traveling in and over these waterways."

Subject to Inspection

If enacted, the Towing Safety Act would make all towing vessels that push or pull inspected barges, regardless of size or

where they operate, subject to Coast Guard inspection. The Coast Guard would inspect towing vessels at least once every two years to ensure that they carry appropriate safety and navigational equipment and are in compliance with applicable marine safety laws. "It makes absolutely no sense to vigorously inspect barges but completely ignore the fact that these are inert objects that only become inert when a towboat moves them. A barge, by itself, is not going anywhere. If it runs into a bridge, another vessel, or the bank, it is because a towboat has pushed it, pulled it or set it loose," said Studds. "These vessels should be inspected and those entrusted with operating them should be required to demonstrate that they can do so safely."

Under current law, only towing vessels over 300 gross tons that operate seaward of the shoreline are inspected.

Requires Navigational Aids

H.R. 4058 would require that all towing vessels carry radar, an electronic position-fixing device, adequate communications equipment, a sonic depth finder, a compass, adequate towing equipment and up-to-date navigational charts. Licenses could also, for the first time, carry a limitation on the number of barges an operator could tow.

Studds noted that the tug *Mauvilla* did not carry even the most basic navigation equipment. The Coast Guard is authorized to modify or add to this list of equipment if the needs of a particular area dictate.

The Towing Safety Act would require all towing vessels to be operated by licensed masters and mates. These officers would have to demonstrate their proficiency in operating the newly required equipment. In addition, license applicants will have to demonstrate their shiphandling skills on a towing vessel or a

towing vessel simulator. Under current law, an applicant for an uninspected towing vessel operator's license only has to pass a written test. An actual demonstration of ability to operate a vessel or its equipment is not required.



Rep. Studds

"To get a driver's license you have to demonstrate proficiency by actually driving a car. It only makes sense to require an operator of a towing vessel to demonstrate proficiency at driving a towboat," stated the chairman.

Limits on Exams

The bill also places a limit on the number of times an applicant can take a license exam. (The pilot of the *Mauvilla* failed the Coast Guard License exam seven times.)

The Studds bill would increase the manning requirements of uninspected towing vessels in several ways. First, it requires everyone involved with the operation of a towing vessel to carry merchant mariner documents (also known as z-cards). All employees on towing vessels, passenger vessels and offshore supply vessels will be required to carry a z-card if they are involved in the safe operation of the vessel.

"While the requirements to obtain a document are minimal, it does provide the Coast Guard with a tool to remove incompetent persons or those with substance abuse problems from the industry by revoking their document," noted Studds.

Second, the proposed bill would require towing vessel crews to consist of a minimum of 65 percent certified able bodied

seamen (ABs).

Third, all towing vessels, regardless of size, would be operated by a Coast Guard licensed master. This would eliminate the current "operator's license" and require towboats to be operated by licensed masters and, depending on their size, carry one, two or three licensed mates. This change would bring the towing industry in line with the licensing system used by all other segments of the marine transportation industry, Studds noted.

"Many towboats are operated in a safe and responsible manner and I expect that this legislation would have a negligible impact on the way they do business because they are already doing the right thing. Unfortunately, others are not so responsible, and it is those operators that this bill targets," said Studds.

Finally, the bill requires that all marine casualties be reported to the Coast Guard as soon as practicable, but in no case later than five days after the event. It increases the penalty for not doing so from \$1,000 to \$25,000.

Bills Under Consideration

No hearing date has been set for the Towing Safety Act, which encompasses several safety measures that are outlined in two bills already under consideration by the House Coast Guard and Navigation Subcommittee.

The Inland Documentation Bill (H.R. 1915) calls for all boatmen sailing on inland waterways vessels of more than five gross tons to hold Coast Guard-issued merchant mariner documents. This bill was introduced by Studds early last year.

The second piece of legislation before the subcommittee, the Towing Vessel Navigational Safety Act of 1993 (H.R. 3282), requires all inland waterway vessels to be equipped with marine charts, navigational publications, compass, radar and fathometer.

Clean-up Efforts Continue Along San Juan Beaches

Three months after a massive oil spill fouled the beaches of San Juan, P.R., clean-up efforts still are under way to restore the miles of affected shoreline.

Seafarers by land and sea were among the first to respond when the non-union barge *Morris J. Berman* ran aground on a coral reef during the pre-dawn hours of January 7. The several holds on the barge ruptured, sending 662,000 gallons of heavy number 6 bunker oil in the surf toward the beaches along San Juan's hotel row.

More than 200 SIU members working with Crowley Maritime laid containment booms around environmentally sensitive areas, manned tugboats and skimmers to capture oil before it reached the shore and helped in many other ways. Other Seafarers aboard the oil spill response boat *Caribbean Responder* were called in by the U.S. Coast Guard to augment the Crowley crew.

Because of the fast work by the SIU members and others involved, the Coast Guard estimated that 336,000 gallons of oil were captured and recovered before soiling the beaches.

So far, the cost of the clean-up has neared the \$70 million figure. Of that amount, \$60 million is

coming from the Oil Spill Liability Trust Fund which was set up following the 1989 *Exxon Valdez* oil spill in Alaska. The remaining \$10 million comes from the barge owner's insurance.

The Coast Guard noted the beach recovery effort probably will continue into 1995. Each day patrols scour up to 70 miles of beachfront for tar balls and oil debris that have floated ashore from the reef as well as from the bottom of the ocean and nearby lagoons.

Divers have been recovering oil from these locations by using vacuums. In some cases, they have to physically place the oil in bags in order to remove it. So far, these efforts have reclaimed nearly 10,000 gallons of oil.

Coast Guard officials noted their concern that warmer weather will loosen even more of the oil on the ocean's floor, causing it to drift ashore.

No charges have been placed on any of the crewmembers aboard the *Morris J. Berman* or the tugboat *Emily S.*, which had been towing the barge out of San Juan harbor. A Coast Guard investigation into the accident is continuing.

Rally Urges Senate Support for Striker Replacement Bill



Seafarer Durriell Williams (in cap at right) joins other SIU members and fellow trade unionists at a Washington rally on March 16 calling on Congress to pass legislation to ban the practice of hiring permanent replacements when workers stage a legitimate economic strike. The bill, known as S. 55, has passed the House of Representatives and is awaiting Senate consideration. President Clinton has announced he would sign the bill when it clears Congress.

Administration's Maritime Plan Becomes Bill

Secretary of Transportation Federico Pena presented to Congress legislation designed not only to revitalize the U.S.-flag merchant fleet but also supply the funding mechanism to do so.

The Maritime Security and Trade Act of 1994 (H.R. 4003) calls for a 10-year, \$1 billion Maritime Security Program which would begin during Fiscal Year 1995. Pena originally had outlined the program in February at the AFL-CIO Maritime Trades Department executive board meeting. He formally introduced the legislation at a press conference on March 10. (See story below.)

The new bill replaces H.R.



Transportation Secretary Federico Pena explains the Clinton maritime revitalization program to the House Merchant Marine Subcommittee.

2151 as the legislation Congress will consider in the debate for maritime revitalization. While H.R. 2151 (which passed the House of Representatives in a 347-65 bipartisan show of support in November) outlined the proposals for helping the U.S.-flag merchant fleet, it contained no funding mechanism.

In offering the bill to the House Merchant Marine Subcommittee on March 17, Pena said, "This legislation is designed to maintain a modern American merchant fleet, ensure continuing American presence in the transportation of our international commerce and provide adequate sealift for national emergencies."

Subcommittee Chairman William Lipinski (D-Ill.) added, "We are encouraged by the Clinton administration's initiative to create a reform proposal and to include the program in the president's budget. It is an important step and a courageous move, given the current fiscal climate, and it deserves our gratitude and support."

Gradual Implementation

If passed by Congress and signed into law, funding for the program would begin October 1 and would be implemented on a gradual basis. Those companies with ships included in the program during the first three years would receive \$2.5 million per vessel per year that they are part of the program.

By Fiscal Year 1998, the payments would be reduced to \$2 million per ship per year until the program concludes at the end of Fiscal Year 2004. The administration estimates 52 vessels, each flying the U.S. flag and carrying American crews, would be involved in the program.

H.R. 4003 proposes to pay for the program through an increase in tonnage fees which would raise approximately \$100 million a year. The duties for entering a U.S. port from a nearby Western Hemisphere foreign port would go from nine cents per registered tonnage to 24 cents. For those sailing to America from outside that region, the fee would go from 27 cents to 71 cents. The current practice of limiting collections to the ship's first five visits to the U.S. per year will be retained.

The administration estimated that the tonnage fee increase would relate to an increase of 38 cents per passenger for a cruise ticket and a penny per barrel of oil

carried aboard tankers.

To become part of the Maritime Security Program, companies would agree to make their ships available or provide space on board the vessels for the Defense Department during national emergencies. The vessels have to remain active in foreign commerce and can be no more than 15 years old.

Legislation Schedule

The House subcommittee is expected to hold another hearing on H.R. 4003 before it goes to the full Merchant Marine and Fisheries Committee. Should it be approved by the committee, it would be debated and voted upon by the full House of Representatives.

Once the House approves the bill, it will go before the Senate Merchant Marine Subcommittee, then the Senate Commerce Committee, Science and Transportation Committee before being debated by the full Senate.



House Merchant Marine Subcommittee Chairman William Lipinski (D-Ill.) states the bill demonstrates the president's commitment to maritime revitalization.

Once passed by both bodies, which will have the right to amend the original bill, and all amendments are agreed to, it would then go to the president for his signature.

Shipbuilding Talks Come Undone Europe, Asia Refuse to Halt Industry Subsidies

No agreement was reached among the shipbuilding nations of the world in the latest round of talks to eliminate that industry's unfair government subsidies.

The breakup means the United States will remain the only major shipbuilding nation that does not provide assistance to its domestic industry.

The Organization for Economic Cooperation and Development (OECD) sponsored the week-long talks in March at its headquarters in Paris. Among the nations taking part were the United States, Japan, South Korea, members of the European Union and the Nordic countries.

Talking Since 1989

The OECD negotiations, which are held under the auspices of the United Nations, began in 1989 as a means for governments to find a way to end shipbuilding subsidies and place construction for new vessels as well as repair of older ships on a level playing field.

The United States eliminated funding for its construction differential subsidy program in 1981. The program provided funds to help defray the costs of the higher safety and work standards required on American-built vessels. Since that Reagan administration move, more than 180,000 shipyard and related industry jobs have been lost in the country.

OECD Chairman Staffan Sohlman of Sweden had stated going into the negotiations that if no agreement was reached by the end of the week, no further talks would be held. However, news reports after the meeting had ended noted Sohlman was considering calling yet another negotiating round in April or May.

Those reports stated some progress had been made concerning the way Japan funds its shipbuilding programs. But another obstacle, that of dumping newly built ships onto the world market at prices lower than cost, still remained.

Even though the U.S. ended its

shipbuilding assistance program and has been pushing the talks for the last five years, other OECD nations claim America should surrender the Jones Act before they will consider eliminating their payments. The U.S. negotiators stood firm and refused to allow the nation's cabotage law to be placed on the table for discussion.

(The Jones Act is the name given to a 1920 law that limits the carriage of trade between U.S. ports to U.S.-crewed, U.S.-owned and U.S.-built vessels.)

However, many of the nations who object to the Jones Act fail to include their own cabotage laws in the negotiations about subsidies.

A report released by the U.S. Maritime Administration in October 1993 pointed out that among the 57 nations surveyed, a total of 44 have cabotage laws. The nations include many on the European and Asian continents.

For instance, the report stated Germany reserves its coastal trade only to those vessels within its national-flag fleet. Others in Europe with cabotage laws include Belgium, Finland, France, Italy, Spain and Sweden.

On the other side of the world, Japan excludes any foreign-flag vessels from plying its domestic trade. Crews must be all Japanese and the ships involved in the trade must be Japanese owned. South

Korea and Taiwan also limit their domestic coastal trade to ships that fly their flags.

In a resolution passed by the AFL-CIO Maritime Trades Department (MTD) at its annual executive board meeting in February to provide an even keel for shipbuilding around the world, the body noted nations involved in the OECD talks have not been trying to reach a conclusion, but "have used these negotiations to maintain their unfair advantage."

(The MTD is made up of 28 port councils and 42 affiliated unions representing eight million workers.)

Loan Programs Vary

Besides the cabotage laws, many of these same nations provide a wide array of funding sources to subsidize their shipbuilding activities. According to the report, Japan's government runs a development bank and credit corporation which, with the nation's Ministry of Transportation, assists vessel construction and research.

Meanwhile, Germany has agreed to the European Union directive to limit shipyard assistance to nine percent for direct and indirect aid. Yet, that nation received permission to grant up to a 36 percent subsidy through 1993 for construction contracted to yards in the former East Germany.

Congress, Labor Voice Support For Revitalization Program

Representatives from maritime labor, the chairmen of the House and Senate merchant marine committees and the head of the Maritime Administration (MarAd) expressed their support for the Clinton administration's maritime revitalization legislation, which was introduced by Transportation Secretary Federico Pena at a March 10 press conference in Washington.

Pena noted that even the introduction of the Maritime Security and Trade Act of 1994 (H.R. 4003) would not have been possible without the efforts of AFL-CIO President Lane Kirkland, SIU President Michael Sacco, U.S. Rep. Gerry Studds (D-Mass.), Sen. John Breaux (D-La.) and MarAd's Albert Herberger. He added that his office is counting on them "to guide this legislation to the president's desk."

The secretary called H.R. 4003 "a comprehensive package of maritime revitalization that will accomplish three goals: It will strengthen U.S. presence in international commerce, it will maintain a modern U.S. merchant fleet, [and] it will provide sealift capability for national emergencies."

As written, the bill will provide \$1 billion over a 10-year period for up to 52 U.S.-flag, American-crewed merchant vessels involved in foreign trade. It is scheduled to begin during Fiscal Year 1995.

'Breakthrough' Initiative

In addressing the press conference, Kirkland (who sailed as a mate during World War II), stated, "Labor as a whole

embraces the administration's maritime security program as an important step toward the revitalization of the American merchant marine.

"President Clinton's program is a breakthrough. It represents the first time in more than two decades that an administration is willing to follow through with a real program to stop the decline of the U.S.-flag fleet and to begin the process of developing federal maritime programs that will reinvigorate the domestic merchant marine."

Following Kirkland to the podium was SIU President Sacco. He thanked Pena for his efforts in offering the bill as well as the members of Congress present for their support in helping the U.S.-flag merchant fleet.

House Merchant Marine and Fisheries Chairman Studds noted he could not imagine "the last remaining superpower on this Earth without ships flying its flag, either to carry its trade in times of peace or its troops and personnel in times of national emergency and without the capacity to build those vessels."

"That is quite simply and quite literally unthinkable," he added.

The chairman of the Senate Merchant Marine Subcommittee said he would try to find additional dollars for the program through the Pentagon budget.

"It is appropriate and proper, I think, for the Department of Defense also to contribute to the funding of that program," stated Sen. Breaux. "I think that effort will allow us to make this program even bigger, better and stronger."

Brooklyn Hiring Hall Will Move This Month

The Seafarers hiring hall in Brooklyn will be moving over the weekend of April 16-17 to its new location at 635 Fourth Avenue.

The new hall, which is one block from the present location and on the same side of the street, used to house the American Maritime Officers (then called District 2-MEBA) welfare offices. It has a blue-and-white facade and is three stories tall.

SIU members will be able to conduct all routine business—shipping and registration as well as filing for vacations and acquiring medical forms—at 635 Fourth Avenue beginning Monday, April 18. Although all union operations will be shifted to the new site, the phone number for the SIU in New York will remain the same at (718) 499-6600.



Photo by Jerry Bielicki
The Mackinaw, the U.S. Coast Guard's largest icebreaker on the Great Lakes, received funding for another year.

Congress Funds Ice Cutter For Operations Through Year

The U.S. Coast Guard ice cutter *Mackinaw*, the largest icebreaker stationed on the Great Lakes, will continue to keep vessels moving into 1995.

Seafarers on the Great Lakes are familiar with the *Mackinaw's* efforts to clear paths through ice that forms both early and late in the sailing season, so that vessels can deliver their cargoes safely.

The *Mackinaw*, set for decommissioning this May, has been allocated funding by U.S. Representative Bob Carr (D-Mich.), chairman of the Appropriations Subcommittee on Transportation which oversees funding for the U.S. Coast Guard.

Carr proposed to fund the *Mackinaw* for another year. During that time, Carr, Rep. Bart Stupak (D-Mich.) and the Coast Guard will work together to figure out a viable, long-term alternative for the ice cutter.

"We have just been through one of the coldest winters in recent memory. Lake Superior froze over for the first time since 1978. Only the *Mackinaw* is powerful enough to clear this year's ice," stated Carr when he announced the ice cutter would remain on the Lakes for another season.

The opening of the 1994 shipping season on the Great Lakes found formations of sheet ice in some harbors of more than 40 inches thick, and "windrows" (slabs of broken ice piled atop one another by the wind) out in the Lakes will be between six to eight feet thick. "The *Mackinaw* is the only icebreaker on the Lakes that can open the shipping channels after a winter such as this," noted an official for the Lake Carriers' Association, which monitors the action of U.S.-flag shipping on the Lakes.

Seafarers OK Contract For Philly-Camden Ferry



The *Riverbus* crosses the Delaware River every day of the year to transport passengers to Camden, N.J.

Seafarers who crew the ferry which runs between Philadelphia and Camden, N.J. across the Delaware River have overwhelmingly ratified a new 3-year contract which includes improved medical benefits.

The new pact for crewmembers aboard the *Riverbus*, nicknamed the "*Delawhale*," covers wages, medical benefits (including new coverage for dependents) and work rules. The agreement went into effect April 1.

Representatives for the SIU and Riverbus Inc. met at the Philadelphia union hall on March 11 and 12. Delegates to the talks included Captains Robert Papale and Mickey McGovern and Deckhands Lee Poczylowski and Tony Lopez.

"I think that it is a fair contract that works for both the union and the company. We got what we wanted," Captain Mickey Mc-

Govern told a reporter for the *Seafarers LOG*.

Voting by the SIU members took place in the union hall following the negotiation sessions.

"Overall I am satisfied. It is a great company to work for and we have union support in everything we need. I love my job and think that it is a great operation," stated Lopez.

The union began representing the ferry crew in March 1992, shortly after the vessel went into service.

The 100-foot ferry provides daily passenger ferry service between Penn's Landing, Philadelphia's waterfront park and Cooper's Ferry in Camden. The ferry service is scheduled to run every day of the year from 7 a.m. to 6:45 p.m. weekdays, 9 a.m. to 8:45 p.m. Saturdays and 9 a.m. to 5:45 p.m. Sundays. Hours are expanded during the summer months.

Severe Ice Buildup Stalls Start of '94 Lakes Season

The most brutal winter in 16 years has produced formidable ice fields throughout the Great Lakes and resulted in a delay in fitout plans for many Seafarers who sail on the region's vessels.

In some areas around the Great Lakes, more than 40 inches of ice have been encountered, and "windrows," slabs of broken ice piled on top of one another by the wind and melted together by occasional sunshine, are up to eight feet thick.

SIU-crewed cement carriers, traditionally the first vessels of the season to sail, already have lost between 12 and 15 days of sailing time due to conditions on the Lakes. Several have begun service but have encountered problems due to the severe ice.

The *Alpena* and *J.A.W. Iglehart* had smooth sailing from their winter ports of Cleveland and Detroit, respectively, until entering Thunder Bay near Alpena, Mich. to pick up their cargoes when they became stuck in more than 36 inches of ice. It took the cement carriers 43 hours to travel eight miles into port.

The *Paul H. Townsend* had not encountered problems on lower Lake Michigan on its route to Chicago, Milwaukee and St. Joseph, Mich. to begin the resupply of the construction industry. The last SIU-crewed Inland Lakes Management cement carrier, the *S.T. Crapo*, was expected to begin sailing early this month.

The SIU-crewed *Medusa Challenger* will not sail from Milwaukee until the first few weeks of this month—which is highly unusual for the Cement Transit Company vessel. "We are usually one of the first vessels out on the Lakes. The ice is very bad around the Straits of Mackinaw and the Soo Locks. Our plant is in Charlevoix, Mich. where there are reports of heavy icing, so we are just waiting it out and hoping that the ice breaks up more around the ports," said a company spokesman.

According to Glen Nekvasil of the Lake Carriers' Association (LCA), an organization of U.S.-flag ship companies on the Lakes, the ice on Lake Superior was so bad that the Soo Locks in Sault Ste. Marie, Mich. opened on March 25 but vessels could not begin to transit through until the following weeks as the ice broke up and made the transfer safer.

"The Coast Guard cutter *Mackinaw* will have to cut a



Photo by Jerry Bielicki
American Steamship's *St. Clair* has not established a fixed sailing date because of problems with icy conditions on the Lakes.

straight path through Whitefish Bay in order for the vessels to pass safely through the locks," Nekvasil told the *Seafarers LOG* in late March.

"Right now most vessels are not coming south on Lake Superior because it just is not possible for them to make it through. When they do start to make efforts, that is when the trouble will begin."

He added that, at the time, it was not clear if even the *Mackinaw*, the largest and most powerful ice-breaker on the Great Lakes, would be able to cut a clear path for the ships coming south through Lake Superior.

Nekvasil noted that other than Lake Superior, the most severe icing conditions were being reported in harbors and inlets.

Seafarers were able to crew American Steamship Company's *Buffalo* on its original fitout date of March 21. The vessel loads iron ore in Lorain, Ohio and off-loads in Cleveland. Other American Steamship Company vessels had preliminary sailing dates set but were not able to confirm them because of the conditions.

"We are using caution in fitting out and will not sail in areas where we have received reports of severe ice conditions," stated a company spokesperson. According to the company, the areas to avoid are the Soo Locks and Whitefish Bay area, Escanaba, Mich. and Burns Harbor, Mich.

The *William J. McCarthy Jr.*, also an SIU-crewed American Steamship vessel, was scheduled to deliver 60,000 tons of coal to Detroit Edison before April 1 but had not begun to sail as of press time. The 1,000-foot carrier must

sail across Lake Superior, Whitefish Bay and through the Soo Locks to get to Detroit.

Cargo Demand High

Despite the severe icing conditions, there is a demand for vital raw materials. A recent survey by the LCA indicates that steel-makers and power companies needed approximately 500,000 net tons of iron ore and coal from Lake Superior ports prior to April 1. The American steel industry has been operating at nearly 88 percent of capacity during the winter, so low inventories and strong order books require that resupply begin as soon as possible.

"Most of the Great Lakes vessels will not be able to immediately meet the cargo demand. The cement carriers, typically the first out, already have lost a significant amount of time. This is that much more cargo that we will have to move during the regular season," stated Nekvasil.

He added that this type of cargo demand would have put many of the U.S.-flag lakers, including many of the 1,000 foot-long carriers, back in service before the beginning of this month. "We will have to stay on top of everything to deliver the 108 to 110 million tons of cargo to break even with last year."

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.



Photo by Jerry Bielicki
Seafarers chip ice from the decks of this Great Lakes ore carrier which remains frozen in port.

Liberty Ships Will Commemorate Invasion

'Last Convoy' to Rendezvous in Normandy

The World War II veteran Liberty ships *Jeremiah O'Brien* and *John W. Brown* and the Victory ship *Lane Victory* — fully crewed — are scheduled to play a major role in the commemorative activities for the 50th anniversary of D-Day (June 6).

The vessels will rendezvous early next month in the port of New York, then will proceed in "The Last Convoy" to a British port and eventually across the English Channel to Normandy in time for the commemoration of the Allies' crossing to rescue Europe from the Nazis 50 years ago.

More than 150 retired merchant mariners and Navy gunners were selected from several hundred applicants to voluntarily crew the ships for this historic voyage, which has widespread support from the U.S. government and from the American maritime community, including the SIU. Volunteers have restored the vessels to fully functional status and are preparing them for U.S. Coast Guard and American Bureau of Shipping (ABS) inspections scheduled for this month.

"The Coast Guard and the ABS have been working closely with us to help us meet the requirements," said Rick Bauman, a Chesapeake Bay pilot who will sail as third mate aboard the *Brown*. "Final inspection shouldn't be a problem. The riveted hull is the one big-ticket item — how many rivets we have to replace."

Each vessel will have three separate crews, with an average age of about 70: one for the voyage overseas, one to maintain the ships while they are docked for commemorative activities, and one for the return trip. A physician will be present on each ship at all times.

The ceremonies at Normandy will feature dignitaries from all the European Union and the U.S., including President Clinton. Some 50,000 American veterans also are expected to be on hand for the aerial displays, concerts and many other related activities.

Seafarers at D-Day

Thousands of SIU members played important roles in the invasion of Normandy, which opened the way for Western Europe to escape Nazi domination. They crewed merchant ships which carried troops and materiel to D-Day,

and in the 109 days afterward, they helped land 2.5 million troops, 17 million tons of ammunition and supplies and a half-million trucks and tanks.

During the war, Seafarers crewed many of the more than 2,700 Liberty ships which were constructed during the early to mid-1940s. The vessels, each weighing approximately 7,200 tons and 441 feet in length, were vital to the war effort. They were relatively inexpensive to build (about \$2 million apiece), and their uncomplicated design allowed for quick construction.

A typical Liberty ship crew was composed of 45 merchant mariners and 25 Navy Armed Guards. One ship could lift 10,000 tons of cargo; together, from 1942 to 1945, the vessels carried more than 100,000 million tons of cargo.

John W. Brown

The *Brown* was one of the first Liberty ships built, and it originally launched from Baltimore in September 1942. Capable of making 11 knots, the ship participated in the invasions of Normandy and Salerno, as well as many other dangerous missions.

After the war, it served as a nautical training device for the New York City school system. In 1986, the ship was transferred by the Maritime Administration (MarAd) to Project Liberty Ship, a non-profit organization based in Baltimore. It became home to the Museum of the Naval Armed Guard and numerous other displays, and more than 160,000 man-hours of volunteer labor were donated to refurbish the vessel. The *Brown* also was placed on the National Register of Historic Places.

When the vessel heads for Normandy, it will carry a cargo of teddy bears to be delivered to orphanages and to disadvantaged children in the United Kingdom, France and Russia.

The fuzzy cargo "will warm the hearts of thousands of children overseas," said *Brown* Captain Brian Hope, who added that donations are welcome. "And it will demonstrate that the American merchant fleet can still be a force for world peace."

Jeremiah O'Brien

Built in the New England Shipbuilding Corporation yards in South Portland, Maine, the *O'Brien* launched in 1943. It



Restored to its original wartime appearance, the *Jeremiah O'Brien* will join the *John W. Brown* and the *Lane Victory* to form the "Last Convoy" to Normandy.

made seven voyages during the war, operating in both the Atlantic and Pacific theaters.

The ship was mothballed for more than 30 years after the war, but eventually was saved as a memorial. It was reconditioned in '79 and declared a national historic landmark in 1980. Operated under the authority of MarAd and associated with the San Francisco Maritime National Historic Park, the *O'Brien* also required hundreds of thousands of man-hours for reconditioning.

Lane Victory

The *Lane Victory* operated not only during World War II, but also in Korea and Vietnam. Built in 1945 in San Pedro, Calif., the vessel was operated as a commercial cargo ship by American President Lines for many years, then by Pacific Coast Transport Co.

In 1988, Congress donated the *Lane Victory* to the United States Merchant Marine Veterans of World War II. During the ensuing years, volunteers restored the ship to steaming condition.

Financing for The Last Convoy

primarily came from federal support and private donations. The Merchant Marine Endowment Act was passed by Congress late last year; the bill called for the *Brown*, *O'Brien* and *Lane Victory* to receive proceeds from the sale (for scrap) of government-owned ships. That money was used for refurbishing, and donations are being put toward deferring operating costs.

However, each ship still is short of operating funds. "We're about 85 percent of the way to being completely funded, but we still need help," Bauman said of the *Brown*. The other vessels reportedly are in similar financial shape.

If a person or organization wishes to make a contribution, they may contact The Last Convoy—Normandy '94 at (212) 363-4044. Teddy bears may be sent to the *Brown* at Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224-0846.

The *O'Brien* will depart from San Francisco on April 14 and later will join the other two ships in New York, sometime in early May.

'Red' Recalls D-Day Scene

Retired SIU Vice President Angus "Red" Campbell was one of many Seafarers who took part in the historic invasion of Normandy on June 6, 1944.

"It was better than any John Wayne movie," said Campbell. "I was on the *Thomas Wolfe*, a Liberty ship, and we left New York in April. We discharged cargo in Wales. Then we went to Scotland to take on some preparatory gear for the invasion, along with three British aircraft spotters. Eventually we loaded in Southampton, England, about a week before the invasion. Then we followed the mob."

He described the scene at Normandy as "remarkable. There were hundreds of airplanes, battleships, cruisers, . . . A week later, you were still getting shell fire from the 88 millimeters, from the pillboxes on the beach, which were about 12 feet thick.

"There was no problem with the air, but the water was filled with acoustic mines, which are drawn by sound into the propeller. There were lots of bodies in the water: soldiers and sailors. . . .

"We discharged the cargo at the beachhead for 90 cents an hour.



Retired SIU Vice President Angus "Red" Campbell remembers the Normandy invasion as "remarkable."

Seamen also were required to assist the gun crews. So in addition to your fire and boat station, everybody on board had a gun assignment. There were 24-hour-a-day lookout assignments, including the crow's nest."

Campbell added that there was a humorous side to the voyage. "Our engineroom crewmembers basically all came from Georgia and Florida. The people in the deck and steward departments were from New York, so the Civil War also raged for the full 12 months of our voyage."



One of the first Liberty ships built, the *John W. Brown* now houses the Museum of the Naval Armed Guard and other displays in Baltimore, Md.



The *Lane Victory* operated not only during World War II but also in Korea and Vietnam. She was restored to steaming condition by volunteers and will fly the Stars and Stripes at the commemorative activities taking place in Normandy on June 6.

Newly Issued Benzene Cards Clarify Renewal Dates

Seafarers who sail aboard tankers, barges or other vessels where they are required to hold documents indicating clearance to work with and around the chemical benzene and products containing benzene will be issued newly designed cards beginning this month.

The new benzene clearance card indicates the exact expiration date of both the benzene Complete Blood Count (CBC) test, which is good for one year, and the breathing test known as the Pulmonary Function Test (PFT), which remains in effect for three years.

According to Dr. Kenneth Miller, medical director for the Seafarers Welfare Plan, the former benzene clearance cards created confusion about the date for Seafarers to be re-tested. "The old benzene cards stated in fine print that the member had been tested in the last 12 months and the date the test was administered. It did not, however, have an exact date for renewal," Miller explained.

"The blue clinic card had the PFT expiration date and that the member was benzene-cleared but still did not indicate a date that the clearance expired. It became a common mistake for Seafarers to assume that because the PFT had to be renewed every three years, so did the benzene cards," he said.



Seafarers learn the proper way to use anti-benzene exposure equipment at the Lundberg School in Piney Point, Md.

In order to clear up this misunderstanding, the medical department has removed the PFT expiration date from the blue clinic cards and added it to the back of the yellow benzene card along with an exact benzene expiration date. Although the clinic card will still state that a member has benzene clearance, only the yellow benzene card will have an expiration date.

Implemented in 1992

In 1992, the U.S. Coast Guard implemented a hazardous materials regulation that declared seamen will not be dispatched to tankers, barges or other affected vessels unless they have been benzene cleared per the regulation.

The Coast Guard regulations require operators of such vessels to provide protective equipment to any mariner handling benzene or benzene-containing materials. When Seafarers throw in for a tanker job, they must present the dispatcher with documents indicating they have met the Coast Guard-mandated physical criteria to work on vessels carrying benzene or benzene-containing products and that they are in

physical shape to wear protective masks.

While the benzene clearance documents are not needed at the time of registration, they are required at the time of claiming a job on a tanker or related vessel.

Seafarers can be tested at all Seafarers Welfare Plan clinics. Only Seafarers who wish to claim jobs on tankers must take these two tests; they are, however, available to all members.

"Although members can get the testing done at any time, we would like to have the testing done at the time of his or her annual physical," noted Miller.

When in the union hall, members who plan to ship on tankers should schedule appointments to take the benzene-related tests at the nearest clinic.

Found in Petroleum

Benzene is found in many petroleum-based substances—crude oil, gasoline, jet fuel, kerosene, petrochemicals—and the chemical is used to manufacture many products. Tankers and tank barges often carry benzene or substances containing benzene.

Repeated exposure to benzene can pose health risks. But by monitoring a Seafarer's blood count to ensure that exposure has not caused any health problems, and by checking his or her respiratory health in order to determine if he or she can wear a protective mask, these risks can be minimized.

The CBC test studies the make-up of an individual's blood. The blood test is required because benzene can affect and impair the work of red blood cells which carry oxygen; white blood cells which fight infections; and platelets which help the blood to clot.

In the PFT test, the member blows through a tube into a machine that registers breathing capacity. This test determines the type of respirator a member has to wear when handling or working around benzene.

The federal regulations note that minimizing contact with benzene is important because short-term exposure to the chemical has been found to cause light-headedness and irritation to the eyes, nose and respiratory tract. Long-term exposure to the chemical can result in various blood disorders ranging from anemia (a low red cell count) to leukemia (a fatal cancer of the blood cells).

Cards Provide Proof

The Coast Guard is responsible for inspecting tankers and tank barges to see that only benzene-cleared personnel are working in benzene-restricted areas. The federal agency is authorized to issue fines if it discovers unauthorized individuals working with or around the chemical.

The benzene clearance cards issued by SIU clinics include information indicating the member is up-to-date on the benzene requirements and is able to satisfy Coast Guard investigators. "It is for this reason that we would like all of our members—in every department—to have this document in their possession when aboard such vessels," stated Miller.

A list of Coast Guard benzene exposure rules was first announced in 1991. The rules are designed to protect mariners



The new blue Seafarers clinic card (left) indicates the card's expiration date on the front. The reverse shows that the member is cleared for working with and around the chemical benzene, but it does not have a benzene expiration date. The yellow benzene clearance card will remain the same on the front, but an expiration date for benzene clearance and for the PFT test has been added to the back.

from the immediate and long-term health problems associated with benzene, which can be absorbed into the human bloodstream through respiration and skin contact.

As part of these rules, tanker and tank vessel operators are required to carry on board these vessels protective equipment, including breathing masks, which—when worn—minimize the exposure to the chemical. The tanker and tank vessel operators

also are required to identify all benzene areas through posted signs.

Additionally, the Coast Guard rules require mariners working with and around the substance to be tested to ensure that they can use the protective masks and that they are not at risk for any of the illnesses that repeated exposure to benzene can cause. The tests conducted by the SIU clinics and the shipping rule which requires that only benzene-cleared

Seafarers work on tankers meet these Coast Guard regulations.

The federal agency also has exposure limits that are monitored closely. The limit is set at one part of benzene per million parts of air (1 ppm) averaged over an eight-hour period. The short term exposure limit, which cannot be repeated more than four times a day, is 5 ppm averaged during a 15-minute period. An hour wait must be taken between such exposures.

House Panel Calls on Employers To Provide Health Care Benefits

A measure which would require that all U.S. employers provide medical benefits to their employees (known as employer mandate) cleared a House subcommittee last month in one of the first hurdles facing the Clinton administration's proposed health care reform.

In a 6-5 vote on March 15, the House Ways and Means Health Subcommittee rejected an attempt to soften the employer mandate. The vote was taken on an alternative reform plan introduced by Rep. Pete Stark (D-Calif.).

The employer mandate strongly is supported by the AFL-CIO and is a main provision in the reform plan proposed by President Clinton. Both the president's plan and the one introduced by Stark meet the AFL-CIO's requirements that health care reform include comprehensive coverage for every U.S. citizen, no taxation of benefits, quality assurance and a fairly financed employer mandate.

The full Ways and Means Committee is scheduled to take up the issue following Congress' Easter recess, which began March 24 and lasts through April 11.

Proof in Hawaii

The labor movement and many others who support the employer mandate point out that such a system already is working efficiently in the U.S. Hawaii is the only state that requires employers to provide health insurance, and it also has public programs to guarantee coverage for all residents (including those who are not employed).

The General Accounting Office (GAO) recently testified before the House that there is "no evidence that the employer mandate resulted in large disruptions in Hawaii's small business sector," and that most small businesses in Hawaii considered their health care costs to be manageable. That defies the warnings from groups claiming to represent American small businesses which oppose the employer mandate. The GAO's finding that "more than three-fourths of the small businesses surveyed reported that the mandate has had little or no effect on employment levels, salaries or other benefits" also contradicts claims against the employer mandate.

Compared with the rest of the states, Hawaii has lower health insurance premiums, and those premiums are increasing at a slower rate than those on the mainland. In addition, premiums for small businesses in Hawaii generally are not notably different from those for large businesses.

Choice in Clinton Plan

Another key issue in the debate over health care reform is preserving a patient's ability to choose his or her own doctor or health care provider.

Proponents of the president's Health Security Act maintain that the legislation not only would ensure such choice, but also actually may expand a patient's options. As recently as 1988, almost 90 percent of employers offered health plans under which workers had their choice of any doctor. Last year, only 60 percent offered this option.

Bosun Retires After 50 Years at Sea



After sailing for five decades, Recertified Bosun **Robert Schwarz** signed off the *LNG Leo* for the last time and headed for his native Alabama.

Brother Schwarz joined the union in 1943 in Mobile, Ala. He first sailed on the *John F. Whitten* with what was then known as a "trip card." The Union Sulfur Steamship Co. vessel took a cargo of bauxite (which is used to make aluminum) to Georgetown, Guyana and Trinidad. Following that initial trip, he was issued his first union book in Mobile. In 1974, he successfully completed the bosun recertification program at the Lundeberg School in Piney Point, Md. Besides the *Leo*, Schwarz has sailed on other Energy Transportation Co. vessels such as the *Aries*, *Gemini*, *Taurus* and *Aquarius*. "I have liked all of my SIU ships, but the LNG ships are a favorite of mine because they are good, clean ships that carry a clean cargo," Schwarz told a reporter for the *Seafarers LOG*.

"Piney Point is a wonderful ex-

perience. If the young sailors didn't have it, many of them would not have a chance in this industry. I have seen a lot of changes in my time with this union, and I think that it will continue to progress a long way into the future," Schwarz noted.

"I always sailed with good crews," the bosun recalled. "I began sailing in World War II and never had a ship sunk out from under me. All in all, it went good. The 50 years went fast."

Seafarers aboard the *Leo* bid Schwarz a formal union farewell with a cookout and pool party where the entire crew came together to decorate, eat and give their best wishes to the bosun. He received special gifts from the SIU crew as well as from the officers.

"This is one of the very best crews that I have ever had the pleasure to work with. I really can't say enough about how dedicated and professional they were," he said.

OS **Christopher Cobb** sailed aboard the *Leo* on the bosun's final trip and noted, "He was really a great guy to work with."

Since signing off the *Leo*, Schwarz has returned to his pine tree farm in Mobile County, Ala. He started the farm during his sailing career because

it was the easiest type of farm for a Seafarer to maintain. He grows the pines to sell to paper mills that turn the wood into various paper products.

"I was only coming home for four months at a time, and pine trees can grow without constant attention. In those four months, I stayed busy doing everything I couldn't do while at sea. Now that I am no longer sailing and have more time on my hands, I need to lay out my work differently," Schwarz said.

He added that he was born across the street in a farm house that his sister now maintains. His father, the original owner of the farm, was a small crop farmer. His sister still farms the land and has various types of livestock.

"I plan to sit back and enjoy it all now. I'm just going to take it easy and see how the wind blows. I never think of it as being 50 years at a job. I just enjoyed sailing," Schwarz concluded.

Bosun Robert Schwarz signs off from the *LNG Leo* following 50 years at sea with the SIU.



SA John Fitzgerald is busy working at the *Leo's* stove.

Chief Cook Amy Rippel covers a baking sheet to make a treat for the bosun's retirement party.



Reviewing instructions from the bosun is OS Christian Beckas.

Not even a retirement feast is complete without cleanup, as SA Stephanie Hendricks discovers.



Grabbing a quick bite to eat before returning to work with Bosun Schwarz is OS Chris Cobb.



Steward/Baker Henry Jones prepares for the feast in honor of Bosun Schwarz.

Seafarers and Families Can Vacation at Piney Point

Electrician Joe Vazquez and family relax by pool at the Paul Hall Center in Piney Point. Vazquez brings his family to Piney Point each summer for vacation. "We wouldn't miss it," he recently wrote.



No stranger around the facility, I enjoy bringing the family down for a week-or-two stay each summer. We relax and see some familiar union brothers, and occasionally even attend meetings that affect the direction the industry is taking. I like for my family to see the camaraderie that our school offers.

The staff there does a great job, and I'm once again looking forward to fun in the sun, R&R and maybe even some crabbing this year.

Joe Vazquez #V-345

Below: Recertified Steward Becky Sleeper and family enjoy a dip in the spacious swimming pool outside the training and recreation center. Piney Point also offers many other vacation attractions for Seafarers and their families.



Vacationing at Piney Point has proved to be a quantity experience. Over the past 3 years the Mitchell family along with other retired families staying at facility. You can't along with the boat under the Lundeberg School. I've always loved it. Thank you for the fine staff of us by this staff and your continued service. Capt. Bill + Rose Mitchell



Retired Captain Bill Mitchell and family sit in the poolside shade.

Picturesque and safe surroundings, tranquility, wide-ranging facilities and close proximity to the nation's capital are just a few of the things that make Piney Point, Md. so tempting as a vacation resort.

Seafarers and SIU pensioners won't want to miss out on the chance this year to utilize the Paul Hall Center as a vacation site for themselves and their families. All Seafarers have to do is complete the application below and mail it.

Last month's issue of the *Seafarers LOG* provided an in-depth look at the many attractive features of Piney Point. This month, here's what a couple of members who have vacationed at the Paul Hall Center have to say:

Electrician Joe Vazquez: "I've been an SIU member since 1970, and I enjoy bringing the family to Piney Point for a week-or-two-stay each summer. We relax and see some familiar union brothers, and occasionally even attend meetings that affect the direction the industry is taking. I like for my family to see the camaraderie that our school offers.

"The staff there does a great job, and I'm once again looking forward to fun in the sun, R&R and maybe even some crabbing this year."

Bill Mitchell, Retired Captain: "Vacationing at Piney Point always is a pleasant experience. During the past three years, my family, along with other retired SIU members and their families, have taken advantage of staying at the beautiful facility located on the Chesapeake Bay. I like the fact that you can enjoy total peace and quiet, but also have available a variety of activities such as boating, fishing, swimming, tennis, arts and crafts, and more. The rooms are very comfortable, the dining is fabulous and the staff is courteous. We look forward to returning to Piney Point."

There you have it, in the members' own words. This year, write your own memory. Clip the coupon below and mail it to Piney Point as a first step to secure your reservation for this summer.

Piney Point has something for everyone — and it's only available to Seafarers and their families.

UNION MEMBER VACATION RATES

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

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

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

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

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

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

"I like the fact that you can enjoy total peace and quiet, but also have available a variety of activities such as boating, fishing, swimming, tennis, arts and crafts, and more."

— Retired Capt. Bill Mitchell

Members of Newest Recertified Steward Class Seize Their Chance to Upgrade Culinary Skills



Standing with SIU President Michael Sacco (third from left) moments after graduation are (from left) Skip Polzin, David Bond, Carnavius Davalie, J.D. Hopkins, German Rios and Billy Gigante.

When Billy Gigante accepted his certificate last month for completing the steward recertification course at the Paul Hall Center for Maritime Training and Education, the New York native had finished a long but worthwhile journey.

Gigante graduated from the Lundeberg School's trainee program in 1979 (Class No. 289), and he is believed to be the first Seafarer to work his way up from steward assistant to recertified steward while primarily sailing for military-contracted vessels based at Diego Garcia.

"If you put your heart and soul into the union, you can go anywhere," Gigante, who last sailed aboard a Maersk Lines vessel, said at the March membership meeting at Piney Point. "I am very grateful and very honored to have completed this program."

Gigante's five classmates

echoed his sentiments about the opportunities for advancement provided by the Lundeberg School. David Bond, Carnavius Davalie, German Rios, J.D. Hopkins and Donald "Skip" Polzin joined him in completing the highest curriculum available to SIU members who sail in the steward department—and in urging the trainees at the meeting to wholeheartedly apply themselves to their maritime careers.

Wide-Ranging Course

The galley gang upgraders actively took part in the wide-ranging, comprehensive course, which lasted five weeks. They practiced baking applications and more in the school's state-of-the-art lecture/demonstration galley; earned certification in first aid, CPR and firefighting procedures; studied communications principles; did extensive computer training using DOS, WordPerfect

and various spreadsheet applications (for menu planning, requisition logging and other functions); and engaged in friendly but earnest cooking competitions.

The course also included detailed studies of American Heart Association guidelines for low-fat and low-salt cooking; a field trip to the annual Washington Food Show (a culinary competition); thorough examination of ship safety and sanitation; and review of other pertinent topics.

In addition, the new recertified stewards met for question-and-answer sessions with representatives from each of the union's departments. For example, they spoke with officials from the union's collective bargaining department, from its governmental affairs department, from the welfare, vacation, training and pension funds and from the *Seafarers LOG*.

They also traveled to SIU headquarters in Camp Springs, Md. and to Washington, where they spoke with Maritime Trades Department Executive Secretary-Treasurer Frank Pecquex about key legislative issues which affect the maritime industry.

Praise Facility

"This was a great opportunity, and we have a great school," stated Bond, who sails from the port of Mobile, Ala. A graduate of the school in 1980, Bond noted the "remarkable" improvements in the Paul Hall Center since he last was there.

At the graduation ceremony, Bond also stressed the importance of the Seafarers Political Activities Donation. "Politics affects every one of us," he said.

Davalie, who started sailing as a messman in 1967 and who has upgraded several times, commended the Lundeberg School instructors—including Ed White, Kate Richardson, Byran Cummings and Don Yaney—and the entire staff at Piney Point for making his stay comfortable and facilitating good study habits.

"The Lundeberg School is wonderful. It is the best place to learn about maritime," he said. "There is no union anywhere in the world that has what we have, especially a school like this."

Davalie's home port is New Orleans. Even though the steward recertification course coincided with Mardi Gras, he said he would rather be in Piney Point: "I'd give up Mardi Gras any day to be here."

Interacting with other upgraders, as well as with the trainees, was a highlight of being at Piney Point for Hopkins. "I think we all learn from each other, and that helps us do better at our jobs," he said.

Hopkins, who sails from the port of Seattle, added that the safety and firefighting training



At the graduation ceremony, David Bond noted the improvements made to the Paul Hall Center.

will make him a better shipmate.

Like Gigante, port-of-Seattle Seafarer Polzin emphasized the value of setting career goals and then being able to attain them. "I have reached my goal, and you can do the same," he said at the membership meeting. "The instructors here at Piney Point will help you accomplish your goals."

Finally, Rios stated that all SIU members should seize the upgrading opportunities available at the Paul Hall Center. "I have learned so much here, and I'm grateful for the opportunity," said Rios, whose home port is San Juan. "Everyone should take advantage of it."



German Rios keeps an eye on the soup he is preparing.



At work in the school's galley training facility is Skip Polzin.



J.D. Hopkins (right) practices chest compressions as part of the CPR curriculum taught by instructor Byran Cummings (left). Observing is Skip Polzin.



Billy Gigante practices logging a mock requisition form on a computer.

Paul Hall Center Stresses Healthy Menus

As more and more Americans adopt low-fat, low-salt diets, the Paul Hall Center continues teaching steward department upgraders how to turn out healthier menus.

For the past few years, Lundeberg School Instructor Ed White has taught Seafarers in the recertified steward class about the American Heart Association's guidelines for low-fat and low-salt cooking.

This part of the course includes detailed studies of the different types of fats (polyunsaturated, mono-unsaturated and saturated); various forms of sodium; the pos-

sible long-term effects of high-fat, high-salt diets (including high blood pressure and arteriosclerosis); alternative ingredients and other steps to make healthier recipes (such as rinsing ground beef with water).

"Once people are conscious of it, they'll work with it," said White, who added that he strongly perceives a growing dietary awareness in the SIU. "I'm seeing more and more that the younger a person is, the healthier he or she eats."

"What he's teaching is how to live longer through better eating, and that doesn't mean boring

menus," noted Don Yaney, executive chef at the Lundeberg School. "It means investigating ways to make something tasty while minimizing sodium and fat."

Donald "Skip" Polzin, who last month graduated from the steward recertification course, said that the studies of sodium and fat in diets were "very useful. More and more crewmembers are changing their eating habits, looking for low-fat foods like pasta. A lot of them eat less red meat and are switching to chicken and fish."



Seafarer William Fretes (right) exits water as part of safety training. Instructor Byran Cummings is at left.



Instructor Byran Cummings tosses a dummy into the water for a surprise "man-overboard" drill.

Paul Hall Center Augments Riverboat Safety Training

SIU members who sail aboard the overnight passenger boats *Delta Queen* and *Mississippi Queen* joined instructors from the Paul Hall Center for Maritime Training and Education in successfully completing another series of on-site safety courses late last year.

Instructors John Smith (aboard the *Delta Queen*) and Byran Cummings (aboard the *Mississippi Queen*) each conducted three separate, week-long training sessions with the Seafarers, beginning in February 1993 and ending in December. More safety training on the vessels is scheduled for this year.

The '93 sessions "were the most advanced since we started this training several years ago," said Cummings. "We expanded on what's been done in previous years, and the members did an outstanding job."

The fact that there is little turnover in the deck and engine departments facilitates the instructors' goal of building on the safety program from year to year, Cummings said.

This past year, infant, child and adult CPR were added to the curriculum, along with advanced first aid procedures. Other new segments included members learning how to identify and contain hazardous materials; practicing water survival and rescue; touching on confined space safety and more.

In all, several hundred Seafarers took part in the training. For the year, individual members received a total of anywhere from 15 to 120 hours of instruction, including a multitude of practical work. (The emergency squads, comprised of the master, two pilots, chief mate, third mate and deck crew, receive about 40 hours of training per week. The rest of the hotel staff receives about five per week.)

"The classes get better every year," remarked David Kish, vice president of the Delta Queen Steamboat Company.

On-Site Training

The first sessions covered CPR and first aid, and crewmembers earned certification or recertification by passing practical and

written tests.

"This type of training is continuous," Cummings said. "And we have to consider the possible length of time until someone could be treated (by shoreside medical personnel). It could vary, depending on where the boat is."

Members also studied and practiced chemical safety, how to report and identify emergencies, and how to care for someone until the shipboard emergency squad arrives.

The second trip focused on firefighting and general safety. During this segment, Seafarers practiced using fire hoses and extinguishers and took part in drills with a non-toxic smoke generator which simulates conditions of a shipboard fire.

Valuable Tool

"The smoke generator is one of the best devices that we've ever obtained," observed Cummings. "It's totally non-toxic, so we can train on any area of any vessel."

Cummings' cabin was used as the site of the mock fire aboard the 382-foot vessel. Passengers were alerted in advance, but the crew didn't know where the fire would take place.

"This was done in port, and some of the passengers went ashore," Cummings said. "But some stayed aboard to watch the drill."

"The total time elapsed was six minutes, which is excellent. In that time, the crew had to locate the fire, get the safety gear, put it on and get back to the site of the fire. I was pleased."

The members also spent time ashore working with hose lines and other equipment.

In previous years, the crews drew up ship plans identifying fire mains, isolation valves, emergency escape areas, watertight doors and more. Those plans extensively were used during the most recent training.

The final trip covered damage control. Crewmembers practiced using life rafts to shuttle other members (acting as passengers) from the boats to shore. "We like to think that the vessels can always make it to shore in case of an emergency, but if they can't,

how do you evacuate up to 400 passengers and 100-plus crew?" asked Cummings. "We taught how to load and unload passengers, and used the life raft as a kind of waterborne taxi."

In another new drill, crewmembers used a modified breathing apparatus to go underwater, where they identified simulated damage to the hull.

Other exercises included making wooden patches which would cover ruptures in various parts of the boats' hulls.

Cummings said he is optimistic about continued success with the on-site safety training, not only aboard the *Delta* and *Mississippi Queens*, but also aboard the *American Queen*, which is scheduled to begin operations sometime in 1995. "I've said before that John and I and the crews feel like family, and that certainly helps with the training," Cummings noted. "The engine and deck personnel just don't change that much, so we can build on what we teach from year to year."

"I definitely get the sense that all the crewmembers are proud of how safe these boats are. We do more than what's required by law, and the passengers appreciate our safety consciousness, too."



Rob McLemore (right) assists Greg Hawkins into a life raft.



Completing a fire drill on the MQare Marvin Joy (front) and Carl Koen.



Passengers appreciate the safety consciousness of the crew. Daud Yamini (left) practices the Heimlich maneuver for a choking infant while William Fretes learns the correct CPR procedure for an adult.



Learning how to construct a wooden patch for the hull are (from left) Joseph Serpas, Mike Williams, Johnny Speed, Gerald Henderson, Michael Ward and Willie Allen.

Seafarers Tout *Empress II* as Boon to Upgrading Classes

Ten Seafarers in the advanced firefighting class last month became the first upgraders to train aboard the *Empress II*, the new state-of-the-art barge which is moored at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The upgraders took part in interior firefighting and hazardous materials drills aboard the *Empress II*, which was launched in 1986 and formerly was used by the government for electromagnetic testing.

Lundeberg School instructors are planning a wide range of uses for the barge by deck and engine department upgraders. They have

described the *Empress II*, which was acquired by the Lundeberg School earlier this year, as a valuable and versatile training tool, and the firefighting students echoed those sentiments.

"I thought it was very good because it has so many spaces, hatches and ways that someone might get lost in such a small area," commented **Christian Werner**, who often has sailed as a bosun aboard AT&T's cable ships. "We had to find the (mock) fire, isolate it and attack it. The smoke machine made the drill very realistic, not to mention very dark!"

The smoke generator to which

Werner referred emits non-toxic, thick smoke which simulates the conditions of a shipboard fire.

David Rush Ingram, a chief electrician who sails aboard Waterman Steamship vessels, said that the *Empress II* "is an excellent tool. The spaces are just like what you deal with aboard ship: the engine room, the cargo holds, the bridge. There also are similar communications systems and alarms."

"I've been to Piney Point many times, and this barge absolutely is a worthwhile addition."

Ingram added that the *Empress II*'s relatively plain exterior belies the numerous, top-flight equipment inside. "I think it's going to shock people, because when you first look at the outside, you may think there's not much to it. But once you get inside, the refrigeration system, the hydraulics, the winches, the bilge pumping . . . all of those things can come into play, not just in firefighting but also in other classes. Even the smaller systems, like the heating system is basically a small boiler system."

Instructor **John Smith** stated that the training was successful. "I think the upgraders did just fine, and there's no doubt the barge will continue to be useful. It's got a myriad of places to do things, and it's got more than one deck."



Lundeberg School instructor **Byran Cummings** (right) preps students for a simulated fire aboard the Paul Hall Center's new training barge.



Running a fire hose through one of the *Empress II*'s decks was part of the exercise.



Upgraders secure a door during a firefighting drill aboard *Empress II*.

Key Maritime Issues Discussed At Union Meeting in Jacksonville



SIU Executive VP **Joseph Sacco** talks about maritime revitalization.

Seafarers and their families last month turned out en masse for an informative, rousing meeting at the SIU hall in Jacksonville, Fla.

During the two-hour gathering, members conferred with SIU Executive Vice President **Joseph Sacco**, Contracts Department Vice President **Augie Tellez**, Gulf Coast Vice President **Dean Corgey**, Gulf Coast Assistant Vice President

Dave Heindel and Port Agent **Tony McQuay** on a wide range of maritime issues.

"Everybody was very enthused," said 59-year-old Recertified Steward **Joe Miller**, who joined the SIU in 1960 in the port of New York. "The membership was brought up-to-date on what the union's fighting for, and we appreciated (the officials) being there."



In photos above and below, Seafarers and their families pack the Jacksonville SIU hall last month.



Addressing the members in Jacksonville is SIU VP **Dean Corgey**.



SIU Executive VP **Joseph Sacco** (center) shares a laugh with Bosun **Carlos Canales** and his wife, Cook/Baker **Antoinette Canales**.



Jacksonville Port Agent **Tony McQuay** addresses the membership during the meeting. Pictured from left are SIU VP-Contracts **Augie Tellez**, Executive VP **Joseph Sacco**, retired official **George Ripoll**, **McQuay** and Gulf Coast VP **Dean Corgey**.



U.S. Government Releases \$30 Million in Economic Aid for Fishing Industry

Continued from page 2

spoken out against the use of such equipment.

As these regulations were cascading upon them, the New Bedford Seafarers, with others from the fishing industry, attended a late January meeting held by U.S. Rep. Barney Frank (D-Mass.) and John Bullard, head of the Commerce Department Office of Sustainable Development and Intergovernmental Affairs. The crowd, estimated at around 300, voiced the frustrations the fishermen were feeling over the regulations. They also offered suggestions to help their industry.

Shortly after this meeting, Frank, whose district includes New Bedford, interceded and got the Commerce Department agency to postpone the requirement for the black boxes for six months. The representative also promised the fishermen he would seek funds to pay for the black boxes if the fisheries service decides to reinstate them. In the interim, an SIU-favored call-in system will be used to monitor the days at sea program.

Sail to Boston Harbor

A month later, more than 50 New Bedford-based boats, including many SIU-contracted vessels, sailed into Boston Harbor to call more attention to their problems. The fishermen arrived February 28 and soon were joined by boats from the fishing ports of Gloucester, Woods Hole and Provincetown, Mass. and Portland, Maine. News reports estimated the total number of boats in the harbor at 275. More than 100 other fishing boats tied up in their home ports during the two-week period.

At the height of the event, more than 1,800 fishermen and 6,000 workers in associated industries in New Bedford alone were not working and were demonstrating their support for the protest.

During the Boston tie-up, fishermen met with state government officials in order to have a fisheries disaster declared, which was needed to have economic aid funds released. They also expressed their concerns and suggestions for the industry to U.S. Rep. Peter Torkildsen (R-Mass.) and Richard Roe, the fisheries service regional director.

Following a March 9 press conference on the Massachusetts capitol grounds in Boston and a march through New Bedford to stage a sit-in on the steps of that town's federal building two days later, the fishermen sailed their boats home.

On March 16, Seafarers flew to Washington to meet with Frank and representatives from other congressional offices. They finished their lobbying effort in a discussion with Rolland Schmitzen, the head of the National Marine Fisheries Service, attended by members of the House Merchant Marine and Fisheries Committee staff.

During this same week, President Bill Clinton visited Boston where he promised to develop an assistance package for New England. Secretary Brown offered the package on March 21.

The Fight Continues

While certain small victories have been achieved, the battle is far from over. SIU officials in Washington are monitoring the disbursement of aid money to see that most of it reaches the fishermen, while seeking further money and comprehensive agreements to make the management process more responsive to the industry.

"We feel that our fishermen are responsible for lighting a fire under the politicians and bureaucrats," said SIU Executive Vice President Joseph Sacco. "It is important to use this momentum to bring the industry together and seek permanent solutions."

The SIU is coordinating meetings among fishermen up and down the New England coast to address their mutual concerns.



ABs Stanley Williams, David Cutchins and Ed Gerena enjoy a fine meal prepared by the galley gang at the end of a long day.



Putting out condiments for the afternoon lunch are SA Bryan Ellis (left) and Chief Cook Mario Martinez.

Prepositioning Ship's Crew Ready at a Moment's Notice

Seafarers aboard the military prepositioning ship *PFC Eugene A. Obregon* know that they could be called out to any hot spot in the world at a moment's notice.

The vessel, operated by Waterman Steamship Co., is kept fully loaded with tanks, vehicles, food and water, fuel and other material to equip first-launch U.S. Marine units for 30 days.

When activated, as during Operation Desert Storm in 1990-1991, the *Obregon* can be ready to sail within 12 hours.

Mobile Port Representative Ed Kelly recently boarded the 821-foot ship during a crew change at its winter port of Panama City, Fla. "The crewmembers make a great team and are prepared to ship out whenever called," Kelly told a reporter from the *Seafarers LOG*.

"The deck department, headed by Bosun Henry Bouganim, works very well together. The ship is always in excellent condition," Kelly stated.

"Overall, this is an excellent crew. The food prepared by Steward/Baker Patrick Helton and the galley gang is beyond compare. They really work hard to serve a wide variety of meals," noted Kelly.

The Mobile port representative

added, "The *Obregon* has a much more sophisticated electrical system than most ships and Chief Electrician Charles "Buddy" Clackley and other members of the engine department keep it running superbly."

The vessel was named after Private First Class Eugene A. Obregon of the U.S. Marine Corps who was killed in the line of duty on September 26, 1950 in Seoul, Korea.



Steward/Baker Patrick Helton (left) takes time out from lunch preparations to say hello to Bosun Henry Bouganim and Chief Electrician Buddy Clackley.



Posing for a picture in the galley are Steward/Baker James Tucker (left) and DEU Miguel Maistro.



QMED Robert Rester (left) and AB George Dean read the *Seafarers LOG* before lunch is served.



All cleaned up and ready for dinner are Bosun Bernard Hutcherson (left) and AB Kevin Hamilton.



From the left are SA Cornelius Watkins, DEU Norman Williams and Asst. Cook Utility Timothy Williams.



Seafarers lead hundreds of fellow fishermen down the streets of New Bedford, Mass. to dramatize the problems of their industry.

Steady Work, Good Morale Characterize Brooks Range

The SIU-crewed tanker *Brooks Range* is characterized by steady work and good morale among the crew on its West Coast run, notes Bosun William Kleimola.

In a recent communication with the *Seafarers LOG*, the bosun commends the crewmembers for being "good SIU brothers and co-workers."

In addition, he notes that he has been fortunate over the last 10 years to catch jobs on vessels sailing primarily on the West Coast. This had allowed him to stay in touch with his family.

During shipboard union meetings and in other conversations, *Brooks Range* crewmembers often focus on the importance of keeping the U.S. flag flying on the high seas, Kleimola reports. "We know that maintaining a strong U.S.-flag merchant fleet is important for this country's economy and security."

In a recent meeting with Wilmington, Calif. Patrolman Rob Scrivens, who provided the photos accompanying this article, ABs Donald Rothman, Paul McMahon and Edward O'Brien said that they appreciated the job security they have through the SIU.

Meanwhile, QMED Carlito Episioco echoed their thankfulness and pride in the Seafarers when he stated, "The SIU is a great union that looks out for its members, and the *Brooks Range* is a good, efficient ship!"

The vessel is operated by Interocean Management Corp.



Chief Steward John Hanrahan (right photo) is busy in the ship's galley, while (left to right in left photo) QMEDs Michael Merrell and Carlito Episioco pause for a photo on the stern en route to the engine room.



Above: ABs Edward O'Brien (left) and Paul McMahon review instructions aboard the tanker.



In crew lounge, checking off with Patrolman Scrivens (taking photo) are AB Ahmed Suwaileh and (standing, l-r) QMED S. Brooks, Wiper Mohamed Shale and Engine/Steward Utility Albert Westbrook.



Above: Bosun Kleimola gets off the launch from the *Brooks Range* and heads ashore in El Segundo, Calif. Meanwhile, ABs Lee Selico (left) and Donald Rothman (right) ride launch to the vessel.



Sea-Land Quality Is a Home Away From Home

For Seafarers who sail aboard the *Sea-Land Quality*, the many familiar ports visited on a monthly basis become a welcome sight.

The *Quality* leaves from Boston to sail for Elizabeth, N.J., Norfolk, Va., then to the European ports of Rotterdam, Bremerhaven, Felixstowe, again to Rotterdam, Le Harvre and back to Boston.

The 900-foot containership docks in the port of Elizabeth every 28 days where New York Patrolman Jack Sheehan services the crew and answers their union-related questions.

"This is a huge ship with a large crew. The *Quality* has a beautiful galley, living quarters, crew lounge and excellent food," the patrolman told a reporter for the *Seafarers LOG*.

Crewmembers echo Sheehan's statement. "The galley gang headed by Chief Cook **John Padella** is second to none. They are always preparing many different fine meals," stated Recertified Bosun **Carmine "Butch" Bova** in recent ships minutes sent to the *Seafarers LOG*.

Sheehan added that the deck department headed by Bosun Bova keeps the ship in top form in every port visited throughout the year.



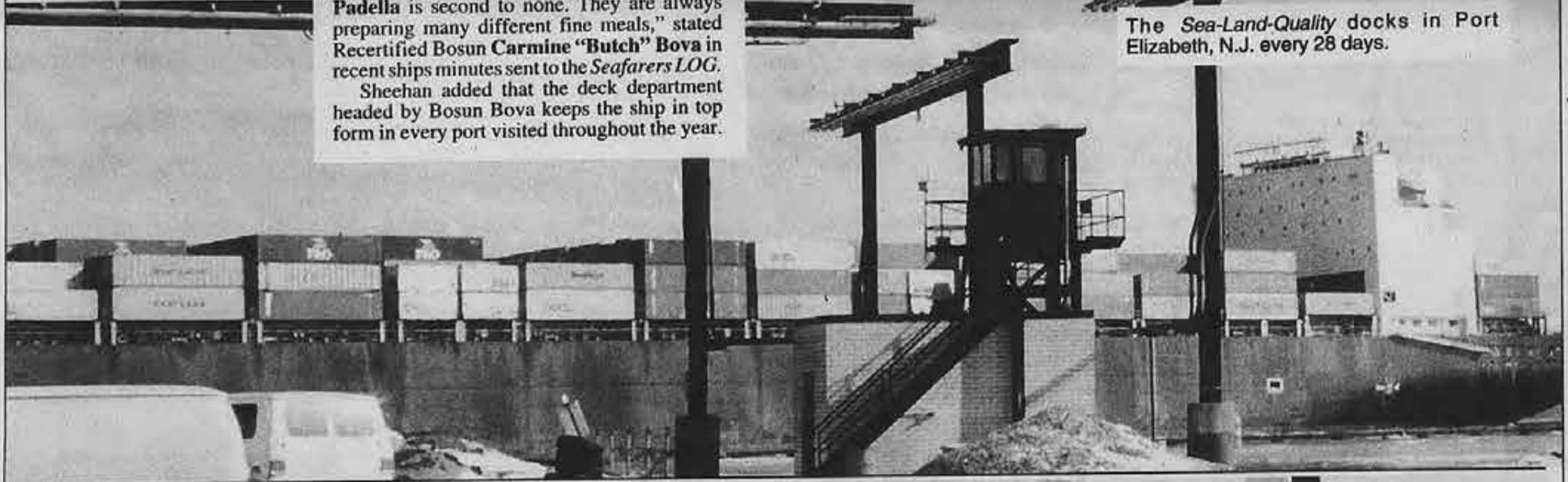
Aboard the *Quality*, Recertified Bosun Carmine "Butch" Bova is happy to get mail from home.



Preparing a beef dinner aboard the *Sea-Land Quality* is Steward Baker Terry Smith.



Seafarers read the *LOG* following a shipboard meeting. They are (from left) Chief Cook John Padilla, ABs Phil Poole (standing) and William Babbitt and SA James Cameron.



The *Sea-Land-Quality* docks in Port Elizabeth, N.J. every 28 days.

Francis Hammer Carries Chemical Cargoes All Over the World

Seafarers aboard the *Francis Hammer* dock in many ports around the world while offloading chemical and petroleum cargoes.

New York Patrolman Jack Sheehan had a chance to board the integrated tug-barge when it recently docked at the GATX terminal in Cartaret, N.J. The vessel had just sailed from Israel to Rotterdam, then on to New Jersey.

"The crew aboard the *Hammer* was excellent. Bosun **Peter Tusa** has a great deck gang that really works hard to ensure the cargo is delivered safely," Sheehan reported to the *Seafarers LOG*. He added that crewmembers enjoy traveling to the variety of ports on the ITB's itinerary.

Sheehan noted that Steward/Baker **Janet Price** and the galley gang work hard to add a variety of tastes and flavors to the menu.

The *Hammer* took 18 hours to offload its cargo before returning to sea. Sheehan noted that the vessel is an infrequent visitor to the New York/New Jersey area. The itinerary of the ITB has it sailing to different ports around the world.



The integrated tug-barge *Francis Hammer* carries chemical and petroleum cargoes all over the world.



AB Nick Nichols (left) and Engine Utility Jeffery Roddy relax in crew mess area after lunch aboard the *Francis Hammer*.



AB Steven Mayer gives Steward Baker Janet Price ideas for special desserts to be served aboard the *Francis Hammer*.

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 1994

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	30	4	15	19	6	8	56	52	6
Philadelphia	3	7	2	1	5	1	2	5	12	2
Baltimore	1	11	1	6	11	1	1	4	14	1
Norfolk	16	19	1	9	8	0	4	22	35	5
Mobile	11	22	1	4	10	0	2	24	36	2
New Orleans	24	28	6	11	15	1	6	40	56	7
Jacksonville	21	25	0	19	13	1	12	44	53	3
San Francisco	19	18	2	16	12	1	2	49	45	4
Wilmington	18	13	4	14	11	1	3	45	37	11
Seattle	25	25	5	11	10	3	1	48	36	6
Puerto Rico	13	2	2	10	3	0	4	19	9	8
Honolulu	7	18	10	3	11	2	4	12	33	28
Houston	22	22	6	20	16	2	6	40	60	9
St. Louis	0	2	0	0	1	0	0	0	3	1
Piney Point	1	9	0	0	1	0	0	3	12	0
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	207	251	44	139	146	19	55	411	494	93
ENGINE DEPARTMENT										
New York	19	19	2	7	5	0	7	41	51	7
Philadelphia	3	3	0	1	0	0	1	5	5	0
Baltimore	3	3	0	2	10	1	2	5	6	1
Norfolk	5	14	3	2	3	0	0	11	27	6
Mobile	6	7	0	1	2	0	1	18	17	0
New Orleans	12	20	1	10	10	3	4	25	28	2
Jacksonville	9	17	2	12	11	1	6	21	34	3
San Francisco	13	16	2	6	8	0	6	30	31	3
Wilmington	7	11	6	8	9	2	10	14	24	8
Seattle	10	19	0	12	9	1	9	19	21	1
Puerto Rico	9	4	1	5	4	0	0	8	1	2
Honolulu	4	16	8	4	12	8	8	5	25	11
Houston	12	20	3	13	8	1	6	19	40	4
St. Louis	0	2	0	0	1	0	0	0	1	0
Piney Point	2	10	1	1	0	1	0	5	22	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	114	181	29	84	92	18	60	226	333	49
STEWARD DEPARTMENT										
New York	16	17	0	12	13	0	11	27	23	0
Philadelphia	3	2	1	2	0	1	1	1	5	2
Baltimore	4	4	0	3	2	0	1	4	6	0
Norfolk	5	7	0	3	2	0	1	13	12	0
Mobile	10	3	1	6	2	0	0	17	11	1
New Orleans	10	11	0	5	2	0	2	16	24	0
Jacksonville	15	5	0	9	0	0	6	23	10	1
San Francisco	36	7	2	22	4	0	8	77	21	6
Wilmington	14	2	1	6	1	1	4	21	7	1
Seattle	14	6	0	10	1	1	4	28	10	1
Puerto Rico	1	0	1	0	0	0	0	3	0	1
Honolulu	13	8	5	5	3	0	1	25	25	12
Houston	13	6	0	7	6	0	2	17	14	2
St. Louis	0	1	1	1	0	1	0	0	2	0
Piney Point	2	11	0	0	1	0	0	2	16	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	156	90	12	91	37	4	41	274	186	28
ENTRY DEPARTMENT										
New York	11	42	5	4	28	3	0	26	77	30
Philadelphia	1	4	5	0	1	1	0	1	6	4
Baltimore	1	3	1	0	4	0	0	1	6	3
Norfolk	4	20	3	2	10	1	0	7	40	11
Mobile	2	13	1	0	5	0	0	4	29	1
New Orleans	12	21	6	4	6	4	0	20	46	13
Jacksonville	2	15	7	3	6	4	0	2	25	13
San Francisco	10	17	2	3	4	0	0	30	33	11
Wilmington	6	6	2	1	4	1	0	15	30	8
Seattle	7	13	3	6	11	1	0	11	26	9
Puerto Rico	7	6	3	3	2	0	0	10	18	8
Honolulu	4	38	44	0	8	10	0	9	106	139
Houston	1	14	4	3	6	4	0	6	28	6
St. Louis	0	2	0	0	0	0	0	0	3	0
Piney Point	0	19	0	0	15	0	0	0	20	0
Algonac	0	0	0	0	0	0	0	0	5	0
Totals	68	233	86	29	110	29	0	142	498	256
Totals All Departments	545	755	171	343	385	70	156	1,536	1,511	426

* "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 954 jobs were shipped on SIU-contracted deep sea vessels. Of the 954 jobs shipped, 343 jobs or about 36 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From February 16 to March 15, 1994, a total of 156 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 20,529 jobs have been shipped.

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

- Piney Point**
Monday: May 2, June 6
- New York**
Tuesday: May 3, June 7
- Philadelphia**
Wednesday: May 4, June 8
- Baltimore**
Thursday: May 5, June 9
- Norfolk**
Thursday: May 5, June 9
- Jacksonville**
Thursday: May 5, June 9
- Algonac**
Friday: May 6, June 10
- Houston**
Monday: May 9, June 13
- New Orleans**
Tuesday: May 10, June 14
- Mobile**
Wednesday: May 11, June 15
- San Francisco**
Thursday: May 12, June 16
- Wilmington**
Monday: May 16, June 20
- Seattle**
Friday: May 20, June 24
- San Juan**
Thursday: May 5, June 9
- St. Louis**
Friday: May 13, June 17
- Honolulu**
Friday: May 13, June 17
- Duluth**
Wednesday: May 11, June 15
- Jersey City**
Wednesday: May 18, June 22
- New Bedford**
Tuesday: May 17, June 21

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

Personals

SOLOMAN M. JOSEPH

Please contact Haniff "Bob" Abdool at 97-19 120th St., Richmond Hill, NY 11419; or phone (718) 846-0889.

ANTHONY NOBILE

Please contact your daughter, Diane Nobile Serra, at 143 Columbia St., Apt. 3A, Brooklyn, NY 11231; telephone (718) 858-7704.

Correction

A photograph that ran on page 4 of the February issue of the *Seafarers LOG* incorrectly identified Texas politician Jim Mattox who was visiting the Houston SIU Hall. He is a candidate for U.S. Senate from the Lone Star State.

Letter to the Editor

Remember the WWII Merchant Mariner

I would like to remind everyone that Maritime Day (May 22) once again is approaching. On that day, remember the shocking truth: More than 700 American merchant ships were lost from enemy action during World War II, 100 on the Murmansk Run alone. During the first six months of U.S. involvement in the war, almost 400 American merchant vessels were sunk by German submarines.

In all, one out of every 35 American men killed from enemy action was a merchant mariner. Thousands of merchant seamen went to their graves. We were the only all-volunteer service, yet our government waited 43 years to give us veterans' status—and then put a price list on every medal we won. Only the Russian government gave us a free bronze medal, for Murmansk.

Yes, the WWII merchant mariner was indeed a forgotten hero. But remember him on Maritime Day.

Peter Salvo, Retired Oiler
McKeesport, PA

**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

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

Government Services Division

(415) 861-3400

SANTURCE

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

SEATTLE

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

ST. LOUIS

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

FEBRUARY 16 — MARCH 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
DECK DEPARTMENT									
Algonac	0	12	0	0	10	0	0	46	2
ENGINE DEPARTMENT									
Algonac	0	16	1	0	4	0	0	26	3
STEWARD DEPARTMENT									
Algonac	0	2	1	0	3	0	0	11	2
ENTRY DEPARTMENT									
Algonac	0	10	1	0	0	0	0	40	10
Totals All Departments	0	40	3	0	17	0	0	123	17

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

Dispatchers' Report for Inland Waters

FEBRUARY 16 — MARCH 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
DECK DEPARTMENT									
Atlantic Coast	6	0	0	2	0	0	30	2	0
Gulf Coast	5	1	11	2	2	5	5	5	27
Lakes & Inland Waters	16	0	0	4	0	0	44	0	0
West Coast	0	2	19	89	1	41	4	5	62
Totals	27	3	30	97	3	46	83	12	89
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	3	1	0
Gulf Coast	0	0	5	0	0	1	1	1	5
Lakes & Inland Waters	11	0	0	3	0	0	39	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	5	4	0	1	43	2	5
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	1	3	0	1	3	2	2	10
Lakes & Inland Waters	4	0	0	4	0	0	12	0	0
West Coast	0	0	2	0	0	5	2	0	9
Totals	5	1	5	4	1	8	18	2	19
Totals All Departments	45	4	40	105	4	55	144	16	113

* "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.

Reminder: Z-Cards Must Be Renewed

All Seafarers are reminded that their z-cards have to be updated by 1998. The Coast Guard has outlined a plan, based on the issuance date of the documents obtained before 1991. The date of issuance is located on the back of the z-card to the right of the thumb prints. (Since 1991, z-cards have been issued with expiration dates posted on both the front and back of the documents.)
The following chart shows the year that merchant mariner's documents, in order to remain active, must be renewed based on issuance dates. The exact date of expiration matches the month and day of issuance.

Renewal Year	1994	1995	1996	1997	1998
Issuance Year	1989	1990	1991	1992	1993
	1984	1985	1986	1987	1988
	1979	1980	1981	1982	1983
	1974	1975	1976	1977	1978
	1969	1970	1971	1972	1973
	1964	1965	1966	1967	1968
	1959	1960	1961	1962	1963
	1954	1955	1956	1957	1958
	1949	1950	1951	1952	1953
	1944	1945	1946	1947	1948
	1939	1940	1941	1942	1943
				1937	1938

Source: Federal Register, September 16, 1993

Joining the growing number of SIU pensioners this month are 18 additional Seafarers who have retired to the beach after many years of sailing the world's seaways.

Thirteen of those signing off sailed in the deep sea division while four sailed the inland waterways and one the Great Lakes.

Brothers Arthur Lawson Jr. and Robert McGonagle completed bosun recertification courses at Piney Point while Robert Outlaw graduated from the steward recertification course.

Of the retiring Seafarers, 12 served in the U.S. military: six in the Army, three in the Air Force, two in the Navy and one in the Marine Corps.

Of all the union brothers signing off this month, Daniel O'Rourke was with the SIU the longest—having received his union book in 1945 in the port of New York.

Brief biographical sketches of Brothers Lawson, McGonagle, Outlaw and O'Rourke as well as the other new pensioners follow.

DEEP SEA



THOMAS COLBERT, 53, joined the Seafarers in 1959 in the port of New York. Born in Jefferson Township,

Pa., he sailed in the deck department. Brother Colbert resides in Violet, La.

MARGARITO DEGOLLADO, 65, joined the SIU in 1955 in the port of Houston. A native of Galveston, Texas, he



sailed in the steward department. Brother Degollado served in the U.S. Air Force from 1946 to 1947. He retired to Houston.



AMERICO FARIA, 70, joined the SIU in 1959 in the port of San Francisco. Born in New Bedford, Mass., he

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

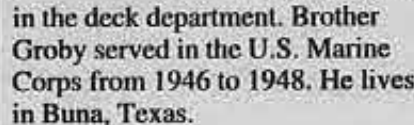
Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.

sailed in the engine department. Brother Faria served in the U.S. Army from 1944 to 1946. He calls Sacramento, Calif. home.

WILBUR GEE, 61, joined the union in 1964 in the port of New York. A Port Arthur, Texas native, he sailed in the engine department. Brother Gee served in the U.S. Navy from 1949 to 1953. He retired to Sabine Pass, Texas.



JACOB GROBY, 65, joined the Seafarers in 1974 in the port of Houston. A native of Savannah, Ga., he sailed in the deck department. Brother Groby served in the U.S. Marine Corps from 1946 to 1948. He lives in Buna, Texas.



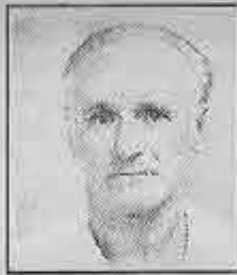
WILLARD HUGGINS, 66, joined the SIU in 1962 in the port of Mobile, Ala. The Virginia native sailed in the engine department. Brother Huggins served in the U.S. Air Force from 1945 to 1947. He calls Mobile home.



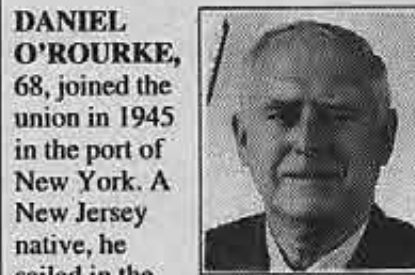
JOHN KARONIS, 65, joined the union in 1971 in the port of New York. Born in Greece, he sailed in the engine department. Brother Karonis upgraded frequently at the Lundeberg School. He retired to Athens, Greece.



ARTHUR LAWSON JR., 62, joined the Seafarers in 1967 in the port of New York. A native of Fall River, Mass., he completed the bosun recertification program at Piney Point in 1989. Brother Lawson resides in Clearwater, Fla.



ROBERT MCGONAGLE, 62, joined the SIU in 1956 in his native Boston. Brother McGonagle successfully completed the bosun recertification program at the Lundeberg School in 1979. He served in the U.S. Army from 1948 to 1954. He calls Ewa Beach, Hawaii home.



DANIEL O'ROURKE, 68, joined the union in 1945 in the port of New York. A New Jersey native, he sailed in the deck department. Brother O'Rourke upgraded at Piney Point frequently. He resides in Seattle.



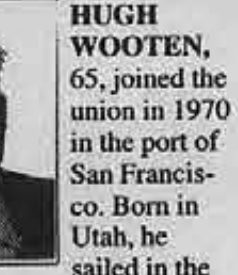
ROBERT OUTLAW, 63, joined the Seafarers in 1971 in his native Baltimore. Brother Outlaw successfully completed the steward recertification program in 1982. He served in the U.S. Army from 1951 to 1953. He retired to Chesapeake, Va.



HUBERTO VERA, 65, joined the SIU in 1957 in the port of New York. A Motul, Mexico native, he sailed in the deck department. Brother Vera upgraded at the Lundeberg School in 1981. He served in the U.S. Army from 1952 to 1955. Brother Vera resides in Jardines Medrida, Mexico.



HUGH WOOTEN, 65, joined the union in 1970 in the port of San Francisco. Born in Utah, he sailed in the steward department. Brother Wooten served in the U.S. Army



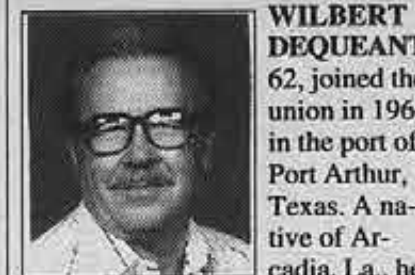
from 1950 to 1953. He calls San Francisco home.

INLAND

RAYMOND BAXTER, 61, joined the Seafarers in 1973 in the port of Norfolk, Va. A native of Conroe, Texas, he sailed in the engine department. Boatman Baxter retired to Hampton, Va.



ULAS COFFMAN, 61, joined the SIU in 1951 in the port of Galveston, Texas. Born in Elk Falls, Kansas, he sailed in the deck department. Boatman Coffman served in the U.S. Air Force from 1953 to 1956. He lives in Houston.



WILBERT DEQUEANT, 62, joined the union in 1964 in the port of Port Arthur, Texas. A native of Arcadia, La., he most recently sailed as a captain. Boatman Dequeant resides in Elton, La.

LOUIS SMITH II, 53, joined the Seafarers in 1972 in the port of Norfolk, Va. Born in Oklahoma City, he sailed in the engine department. Boatman Smith served in the U.S. Navy from 1956 to 1960. He retired to Riverview, Fla.

GREAT LAKES

ARNOLD PERRY, 65, joined the SIU in 1956 in the port of Buffalo, N.Y. A New Bedford, Mass. native, he sailed in the deck department. Brother Perry served in the U.S. Army from 1946 to 1953. He still calls New Bedford home.

New Evening Course Session Begins For Lundeberg School Upgraders

A new round of general education college courses, taught at the Paul Hall Center for Maritime Training and Education, will begin May 9 and will run through July 8. These evening classes for upgraders taking vocational training courses are designed to enhance the proficiency of SIU members in areas related to the maritime industry.

Among the subjects that will be offered are General Physical Science II, Physics II, Composition and Rhetoric, Composition and Literature, College Mathematics I and Principles of Psychology. Also available during the session will be Development Mathematics, Developmental Writing and Developmental Reading.

These courses are available during the free time for all Seafarers who are upgrading at the center. They provide members with the opportunity to gain college credits while improving their seafaring skills.

The Lundeberg School at the center offers two Associate of Applied Science degrees: Nautical Science Technology for Seafarers sailing in the deck department and Marine Engineering Technology for engine department members. (SIU members from either department who have upgraded at the school already have earned credit toward a degree.)

For more information about these courses and the college program in general, contact the academic department at the Lundeberg School at (301)994-0010 or write Academic Department, Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD 20674.

SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan (Employer Identification No. 94-6061923, Plan No. 001) for the year ended July 31, 1993. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA). Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,115,589. These expenses included \$1,185,930 in administrative expenses and \$12,929,659 in benefits paid to participants and beneficiaries. A total of 5,887 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$166,849,849 as of July 31, 1993, compared to \$156,607,498 as of July 31, 1992. During the plan year the plan experienced an increase in its net assets of \$10,242,351. This increase included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had total income of \$24,357,940 including employer contributions of \$451,536, earnings from investments of \$5,923,986, stock dividends of \$437,114, net realized gain on sale or exchange of assets of \$4,533,531, unrealized appreciation of assets of \$12,854,269 and other income of \$157,504. Employees do not contribute to this plan.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

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

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

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

Final Departures

DEEP SEA

SALEH ALI



Saleh Ali, 34, died October 10, 1988. Born in Yemen, he joined the Seafarers in 1975 in the port of New York.

Brother Ali sailed in the deck department.

JOHN CISIECKI



Pensioner John Cisiecki, 63, passed away February 16. A native of Pennsylvania, he joined the SIU in 1941

in the port of New York. Brother Cisiecki completed the bosun recertification program at Piney Point in 1974. He began receiving his pension in February 1987.

FRANK CONWAY

Pensioner Frank Conway, 72, died February 28. He started sailing with the union in 1969 in his native San Francisco. Brother Conway sailed in the engine department. He served in the U.S. Army Air Force from 1942 to 1944. Brother Conway retired in August 1988.

PEDRO GARCIA



Pensioner Pedro Garcia, 81, passed away February 18. Born in Puerto Rico, he joined the Seafarers in 1943 in the

port of New York. Brother Garcia sailed in the steward department. He began receiving his pension in March 1977.

ANTHONY HANNA



Pensioner Anthony Hanna, 72, died March 6. A Shenandoah, Pa. native, he joined the SIU in 1948 in the port of

Baltimore. Brother Hanna sailed in the deck department. He retired in November 1982.

BILLIE JENKINS



Pensioner Billie Jenkins, 67, passed away February 23. Born in Ashland, Ky., he joined the union in 1957 in the

port of Philadelphia. Brother Jenkins sailed in the engine department. He began receiving his pension in January 1986.

VICTOR PLACEY



Pensioner Victor Placey, 69, died February 14. A native of Pennsylvania, he joined the Seafarers in

1943 in the port of New York. Brother Placey sailed in the deck department. He retired in February 1989.

RICHARD SMITH



Pensioner Richard Smith, 76, passed away January 30. Born in Florida, he joined the SIU in 1952 in the port of

New York. Brother Smith sailed in the steward department. He served in the U.S. Navy during World War II. Brother Smith began receiving his pension in April 1982.

ROBERT STAPLIN



Pensioner Robert Staplin, 73, died January 26. A native of Attleboro, Mass., he joined the union in 1955 in the

port of New York. Brother Staplin sailed in the engine room. He was a veteran of the U.S. Navy in World War II. Brother Staplin retired in August 1985.

SEYMOUR WOLFSON



Pensioner Seymour Wolfson, 68, passed away February 14. He joined the Seafarers in 1957 in his native Brooklyn. Brother

Wolfson completed the bosun recertification course at Piney Point in 1982. He began receiving his pension in January 1990.

WILSON YARBROUGH

Pensioner Wilson Yarbrough, 78, died January 18. Born in Texas, he joined the SIU in 1947 in the port of New York. Brother Yarbrough sailed in the steward department. He retired in September 1974.

OSMAN ZEN



Pensioner Osman Zen, 75, passed away February 21. A Philippine Island native, he joined the union in 1958 in the

port of New York. Brother Zen sailed in the steward department. He began receiving his pension in November 1982.

INLAND

WILLIAM CARMEAN

William Carmean, 69, died December 26. Born in Mathews, Va., he joined the Seafarers in 1972 in the port of Philadelphia. Boatman Carmean sailed as a mate. He retired in January 1988.

CHRISTIAN FREDERICKSON



Pensioner Christian Frederickson, 68, died February 26. He joined the union in 1961 in his native Philadelphia.

Boatman Frederickson sailed in the engine department. He began receiving his pension in October 1987.

HARVEY DAVIS

Harvey Davis, 58, passed away March 3. A Missouri native, he joined the SIU in 1970 in the port of St. Louis. Boatman Davis sailed in the engine department.

JOHN COSSMAN



Pensioner John Cossman, 67, passed away January 11. He joined the Seafarers in 1970 in his native Houston. Boatman

Cossman last sailed as a tanker. He served in the U.S. Navy from 1944 to 1947. Boatman Cossman retired in January 1989.

STEPHEN TAYLOR

Pensioner Stephen Taylor, 66, died December 24. A native of Lawrence, Kan., he joined the SIU in 1958 in the port of Los Angeles. Boatman Taylor sailed in the steward department. He began receiving his pension in January 1992.

GREAT LAKES

JOHN HOPKINS



Pensioner John Hopkins, 74, passed away January 31. Born in Alabama, he joined the union in 1960 in the

port of Detroit. Brother Hopkins sailed in the engine depart-

ment. He was a veteran of the U.S. Army in World War II. Brother Hopkins retired in May 1985.

LAWRENCE RODAL



Pensioner Lawrence Rodal, 64, died February 10. A Michigan native, he joined the Seafarers in 1966 in the

port of Frankfort, Mich. He sailed in the engine department. Brother Rodal upgraded at Piney Point in 1979. He began receiving his pension in December 1986.

STANLEY STIGEN



Pensioner Stanley Stigen, 72, passed away February 19. Born in Wisconsin, he joined the SIU in 1960 in the port of

Detroit. Brother Stigen sailed in the deck department. He retired in March 1987.

RAILROAD MARINE

PAUL BASSETT



Pensioner Paul Bassett, 85, died February 16. A Virginia native, he joined the union in 1959 in the port of Norfolk, Va.

Brother Bassett sailed in the deck department. He began receiving his pension in January 1974.

Charter Member George Quinones Dead at 82

George Quinones passed away October 4, 1993. The retired engine department member joined the union in New York as a charter member in 1939. He was 82.

Quinones was involved in several of the union's early organizing drives. He sailed during World War II, the Korean conflict and the Vietnam War.

A February 22 ceremony conducted by the U.S. Coast Guard to honor the former merchant marine veteran was followed by the scattering of Brother Quinones's ashes at sea in Corpus Christi, Texas, as he had requested.

Houston SIU Representative Mike Calhoun attended the services and presented the family with a traditional flower wreath to toss into the water following the memorial ceremony.



SIU Rep. Mike Calhoun (left) offers condolences to the Quinones family following the memorial ceremony in Corpus Christi, Texas.

SUMMARY ANNUAL REPORT FOR THE SIU PD SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report for the SIU PD Supplemental Benefits Fund, Inc. (Employer Identification No. 94-1431246, Plan No. 501) for the year ended July 31, 1993. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The SIU PD Supplemental Benefits Fund, Inc. has committed itself to pay benefit claims incurred under the terms of the plan.

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$7,873,980. These expenses included \$245,729 in administrative expenses and \$7,628,251 in benefits paid to participants and beneficiaries. A total of 1,945 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$2,965,498 as of July 31, 1993, compared to \$3,052,472 as of the beginning of the plan year. During the plan year the plan experienced a decrease in its net assets of \$86,974. The plan had total income of \$7,787,006 including employer contributions of \$7,560,449, earnings from investments of \$111,803, and other income of \$114,754. Employees do not contribute to this plan.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, CA 94105. Telephone Number: (415) 495-6882.

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

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, D.C. 20210.

Appeals Board Approves Shipping Rules Changes

Updates Mandated by New Federal Regulations and Contract Revisions

The Seafarers Appeals Board has approved extensive changes in the shipping rules that govern how SIU members claim and maintain deep sea jobs.

Many of the rule changes are technical, mandated by recently implemented federal regulations like the Oil Pollution Act of 1990 (OPA '90). All of the changes that appear in Action 372 have been incorporated and printed in the 1993 Standard Freightship Agreement and the 1993 Standard Tanker Agreement.

"We have completed a thorough review of the shipping rules in order to bring them up to date," noted Augie Tellez, SIU vice president for contracts and collective bargaining. "Many changes have occurred since the shipping rules were last printed. The new contracts contain the updated rules."

The modifications within the shipping rules include those adopted with regard to benzene testing of members, claiming of jobs aboard cable ships and the conditions for requesting trip reliefs.

Action 372 went into effect immediately after its was passed by the board, which is composed of representatives from both the SIU and its contracted companies. The complete text of the action is printed below.

SAB Action # 372

Whereas, during the term of the SIU Standard Freightship and Tanker Agreements which expired June 15, 1993, the Seafarers Appeals Board enacted numerous shipping rule changes, and

Whereas, during the negotiations of the new Standard Collective Bargaining Agreements that expire June 16, 1996, several rule changes were negotiated, and

Whereas, several changes in various Federal regulations were implemented that directly affect the shipping rules,

Now therefore, be it resolved that the Seafarers Appeals Board, acting under and pursuant to the authority granted in Article 9 of the SIU Shipping Rules, shall implement the following amendments:

Delete 1. Seniority 1.(b) second half of paragraph that reads: "... and as well as any unlicensed seaman possessing Class "B". ..." to end of paragraph.

Delete 1. Seniority 2.(d) that reads: "(d) Seamen, who after having been employed in the hotel section of passenger vessels for a period of ninety (90) days ..." to end of paragraph. Re-letter old (e) and (f) to new (d) and (e) respectively.

Add new language in 1. Seniority 3., second paragraph to read as follows: "All seamen who retired from the industry who subsequently decide to return to the industry shall possess Class "C" Seniority notwithstanding the level of seniority possessed by such seamen prior to retirement. This provision shall be automatically applied unless waived by the Seafarers Appeals Board when industry conditions so dictate."

Change language in 1. Seniority 3. F., end of first sentence, old text reads: "... in the continuing care of a U.S.P.H.S.

or other accredited hospital." Change to read as follows: "... an accredited doctor or hospital."

Change language in 2. Shipping Procedure 5(b)&(c) to read as follows: "(b) Effective June 16, 1993, no seaman shall be shipped to a contracted vessel without having passed the pre-hire drug test pursuant to U.S. Coast Guard regulation (CG D-86-067) (46 GFR, 4, 5 and 16), except those seamen who meet the requirements of the USCG drug test exemptions in effect at that time," and "(c) Effective December 1, 1992, no seaman shall be shipped to a contracted tanker, tank vessel or barge as specified in the U.S. Coast Guard regulations, without first providing a Seafarers Welfare Plan Benzene Clearance on their clinic card and a current Seafarers Welfare Plan Benzene Certificate."

Delete the third paragraph of 2. Shipping Procedure 7.C.3 which reads: "Notwithstanding the foregoing and anything contained in these Rules to the contrary notwithstanding and as long as there remains in effect the Seafarers Harry Lundeberg School of Seamanship entry training program for Ordinary Seaman, Wiper and Steward Department adopted by Seafarers Harry Lundeberg School of Seamanship and as it may be changed from time to time, persons possessing seniority classification "B" shall be limited, however, to employment opportunities aboard vessels owned or chartered by the U.S. military and operated by contracted civilian employers pursuant to being successful bidders in accordance with Request for Proposals (RFPs) and limited solely to the extent that such vessels are so designated for such purposes solely by the SAB by action in writing from time to time and to those passenger vessels applicable solely to the Steward Department and again so designated for such purposes solely by the SAB by action in writing from time to time."

Change language in the first sentence of 2. Shipping Procedure, 9 to read as follows: "Except where specifically provided for in these Rules..."

Add new language to 2. Shipping Procedure, 19(c) to read as follows: "(c) However, Ordinary Seamen employed aboard cable ships, who have satisfactorily completed the Seafarers Harry Lundeberg School of Seamanship entry training program, shall be permitted to remain aboard a cable ship for a total of two hundred and forty (240) days with a sixty (60) day relief period after four (4) months of continuous employment in order to obtain the necessary seafaring time required by the U.S. Coast Guard to obtain Able Seaman certification."

Delete language in 2. Shipping Procedure, 21(a), (b) and move (c) to the (b) position and replace aforementioned to read as follows: "21. CREW ROTATION - PASSENGER VESSELS. (a) Time off for Employees shall be in accordance with the contractual agreement in effect between the Union and the Employer," and "(b) Time off will not be granted

except as specifically provided for in (a) and (p) of Rule 2.G.21." and "(c) It is mandatory that crewmembers make arrangements to attend the lifeboat program conducted at the Seafarers Harry Lundeberg School of Seamanship within the first eight (8) months of employment." Re-letter old (d) through (r) with new (c) through (q) respectively.

Change language in 2. Shipping Procedure, K (deleted last paragraph and section that listed key personnel) to read as follows: "K. In recognition of the importance of developing effective American-flag passengership utilization and in an effort to encourage the recruitment of personnel with the necessary skills and personnel qualifications and further recognizing that the success of such development with beneficial and economic benefit to the employer and employees in substantial amount is dependent upon competent and efficient personnel, for such reason during the term of the agreement, the Company shall have the absolute and final discretion to recruit, accept, reject or promote the personnel assigned to the SS Constitution and SS Independence hotel section by reason of their responsibilities in the conduct of the furtherance of the Company's business and politics. With respect to all replacement of such personnel, the Company shall give prompt notice to the Union hiring hall of the availability of such employment. The Union hiring hall shall refer suitable and competent available personnel to the Company, and the Company shall give due consideration to such referrals consistent with the skills and competence of those referred, all consistent, however, with the practical time constraints."

"All personnel, upon completion of their tour of duty, shall register at the hiring hall in Honolulu within forty-eight (48) hours after leaving the vessel. They must reclaim their job from the hiring hall shipping board forty-eight (48) hours prior to rejoining their assigned vessel."

Add "Cable AB" position to the bottom left column of 3. Deck Department, Group 1-Day Workers.

Add the word "rating" in the second sentence part 4. Business Hours and Job Calls, C, to read as follows: "If the sixth (6th) job call does not produce a qualified seaman possessing either Class "A" or Class "B" seniority rating, the said job shall be awarded to the seaman possessing Class "C" seniority rating entitled to the same under these Rules."

Add new language to 4. Business Hours and Job Calls, D.2., (first part of D now numbered D.1.) to read as follows: "2. In the event that personnel are required by a cable ship to assist in the repair of a cable break, all jobs requested by the Employer shall be referred by Manpower to the port nearest to where the cable ship involved is located, for one job call only. All jobs not filled on the initial referral shall then be made available by Manpower to all ports simultaneously and offered to those seamen first responding, subject to standard shipping procedures involving

qualifications, seniority, date of registration, etc. Transportation in such cases shall be provided by the Employer."

New language in first paragraph of 5. Preferences and Priorities, 2.(a) to read as follows: "2. (a) If a laid up ship requires a crew to report for duty aboard a vessel within thirty (30) days following layup, the crewmembers at the time of layup shall have priority for all such jobs, provided that such crewmembers are registered at a Union hiring hall not later than 5 p.m. on the third day following the date of layup. If the third day following layup is a Sunday or a recognized holiday in such port, the period in which registration must be completed shall be extended through the next business day. If a laid up ship requires a crew to report within three (3) days or less following the date of layup, the crewmembers at the time of layup may register up to and including the date the ship is re-crewing. It is the responsibility of the crewmembers wishing to reclaim their jobs to maintain contact with the Port Agent where registered since such jobs are available to crewmembers employed at the time of layup for a limited period of time, but not to exceed twenty-four (24) hours, if available."

Add new language in 5. Preferences and Priorities, 4.(d) to read as follows: "(d) Within each class of seniority in the Deck Department, priority for the job of "Cable A.B." shall be given to those seamen who have satisfactorily completed the entry training program at the Seafarers Harry Lundeberg School of Seamanship and have completed at least eight (8) months of employment aboard a cable ship and possess U.S. Coast Guard certification as Able Seaman."

Change language in 5. Preferences and Priorities, 5.(c) to read as follows: "(c) Within each class of seniority rating in the Engine Department, priority for the job of Marine Electronics Technician shall be given to those seamen possessing a certificate of satisfactory completion of the advanced course of training by the Seafarers Harry Lundeberg School of Seamanship for the rating of Marine Electronics Technician, in the event such course is being offered."

Change language in 5. Preferences and Priorities, 9. from "... a U.S.P.H.S. or other accredited hospital ..." to new language to read as follows: "... an accredited hospital and who ..."

New language added in 5. Preferences and Priorities, 11., third paragraph and new 12., to read as follows: "11. All seamen having permanent status aboard LNG carriers shall not compete for employment aboard any other contracted vessel during their relief period. Failure to comply with this provision will terminate permanent status."

"12. All seamen seeking employment aboard contracted tankers, tank vessels, and/or barges as specified within the meaning of the United States Coast Guard Benzene Regulations, must possess a current Benzene clearance on their Seafarers Welfare Plan clinic card, and a valid Seafarers Welfare Plan Benzene

Certificate."

New language added in 5. Preferences and Priorities, 12.(a) and renumbered as new 13. to read as follows: "13. Trip Reliefs, Permanent Ratings. Anything contained in these Rules to the contrary notwithstanding, the following shall be applicable."

"(a) The following specified ratings enumerated in this subsection (a), possessing Class "A" seniority, upon attaining four (4) months of continuous employment aboard a specific vessel, shall be designated as having Permanent Status for such vessel and shall request a relief of no less than sixty (60) days or one (1) round trip where the vessels' schedule of operations involves voyages in excess of sixty (60) days, upon the vessels' arrival at a port in the Continental United States or Puerto Rico or other mutually agreed to port. The purpose of this provision is to provide as closely as the vessels' operational necessities permit, a four (4) months on and two (2) months off work schedule for the Permanent ratings."

"All requests for reliefs shall be so designated when referred by the Company to the Manpower Pool Coordinator and shall be shipped pursuant to the rules prescribed herein."

"During the period of employment, permanent ratings may request an emergency relief for thirty (30) days, but no less than fifteen (15) days, as dictated by the vessel's operational necessities. The four (4) month employment period shall be reduced by the number of days taken for emergency relief. Transportation expenses, if any, shall be borne by the seaman requesting relief and the seaman providing the relief. Trip reliefs shall be provided only if a relief is available. Seamen who leave a vessel without a proper relief shall forfeit their reclaim rights. All seamen returning to their ship after the emergency relief period must notify the hiring hall of their scheduled return."

"Permanent ratings as specified below shall have the right to one emergency relief period in any twelve (12) month period. Seamen shipped as emergency relief shall be designated as 'Emergency Reliefs.'"

Add new language 5. Preferences and Priorities, 13.(e), to read as follows: "(e) Every effort will be made by the seamen rejoining the vessel to do so at the same port where the relief was provided."

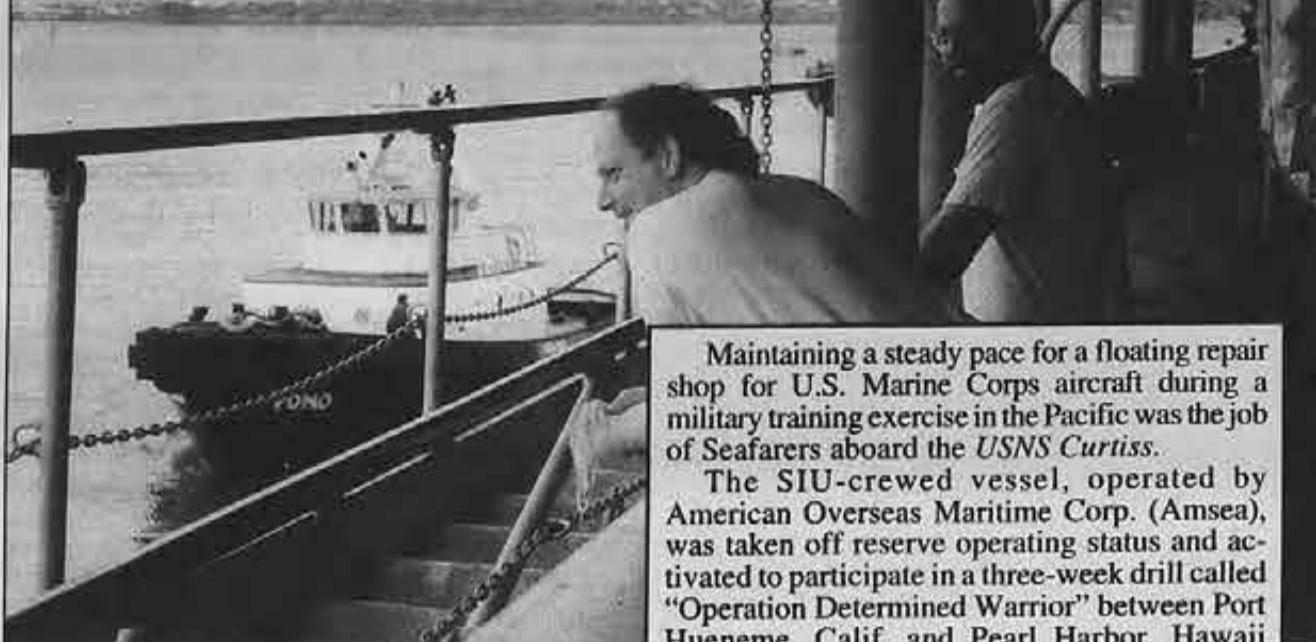
Add new language 5. Preferences and Priorities, 13.(f), last sentence should read as follows: "In such cases, the seaman being relieved shall register at his home port."

Add new language 5. Preferences and Priorities, 13.(i), beginning of first sentence changed to read as follows: "(i) Except as specifically provided for in these Shipping Rules, ..."

Language changed 5. Preferences and Priorities, 13.(l) to read as follows: "(l) It is the responsibility of the seaman being replaced to maintain contact with the Port Agent at the

Continued on page 25

Seafarers Aid Marines In Readiness Drill On the USNS Curtiss



SA Mac Browne and Chief Steward Bill Finhandler stand on deck and watch the Pearl Harbor shoreline disappear.



Marines stand at attention as the Curtiss pulls out of Pearl Harbor.



AB Billy Henderson (left) and AB Frank Hedge prepare for docking.

Maintaining a steady pace for a floating repair shop for U.S. Marine Corps aircraft during a military training exercise in the Pacific was the job of Seafarers aboard the *USNS Curtiss*.

The SIU-crewed vessel, operated by American Overseas Maritime Corp. (Amsea), was taken off reserve operating status and activated to participate in a three-week drill called "Operation Determined Warrior" between Port Hueneme, Calif. and Pearl Harbor, Hawaii during February.

Seafarers worked with Marines stationed on board the vessel to load 150 containers in the port of Pearl Harbor. The boxes contained stores, spare parts and repair shops. Loading took three days.

The actual exercise began with six to eight hours of flight operations on the vessel's return from Hawaii. Among the activities taking place on the *Curtiss* were helicopter landings on and takeoffs from the flight deck.

During the five-day transit back to the States, the Marines utilized the ship's machine shops to repair fixed-wing (jets and propeller planes) and rotary (helicopter) aircraft parts.

"We really enjoyed participating in the training exercises with the Marines," noted AB Scott Edington, who provided the *Seafarers LOG* with the photographs on this page.

Edington added that all the Seafarers on board under the direction of Bosun Chuck Bowen worked hard to assist the Marines in whatever needed to be done.

The *Curtiss*, a former containership, was converted to an aircraft maintenance repair vessel for the Marine Corps in 1986.

During the conversion, the vessel was designed to include a flight deck. The actual aircraft that is being repaired is never brought on board, only the parts needing repair reached the *Curtiss*, explained a spokesman for Amsea.

The *Curtiss* proved vital during Operation Desert Storm, serving as one of two floating repair stations for the military.



Working on deck aboard the aircraft maintenance repair vessel is OS Curtis Phillips.



OS Tyrone Johnson (left) handles the lines while AB Ken Herzstein operates winch.



Firing 9mm pistols under the watchful eyes of a Marine colonel are Chief Mate Rich Malloy (left) and AB Scott Edington.



Crewmembers had a chance to learn from the military training exercises. EU/FOWT Paul Telege (left), 1st Assistant Engineer Paul Cammaroto and DEU Joe Schultz (holding the gun) are taught the proper way to fire a 50 caliber machine gun.



OS Reggie Pascua readies the *Curtiss* for her five-day voyage back to California.



ABOVE Making a stopper, which is used to assist in the tying up of a vessel at the dock, is AB Ken Herzstein. LEFT Chief Mate Rich Malloy and Bosun Chuck Bowen discuss the success of the military operation.



Some of the crewmembers who participated in "Operation Determined Warrior" include (from left) Chief Cook Fred Saifo, Chief Steward Bill Finhandler, ABs Billy Henderson and Ray Johnson, OSs Curtis Phillips, Reggie Pascua, Tyrone Johnson and Phil Wilson, and ABs Kenny Herzstein and Frank Hedge. Pictured on deck above is 2nd Assistant Engineer George Adams.

Digest of Ships Meetings

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

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

AMERICAN CORMORANT

(Osprey Shipping), January 9—Chairman **Vernon Huelett**, Secretary **D.K. Goggins**, Deck Delegate **Calvin Patterson**, Engine Delegate **Robert McDonald**, Steward Delegate **Robert Wright**. Educational director reminded members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew requested patrolman to meet ship in port. Crew gave vote of thanks to galley gang for great food and clean ship.

COURIER (Vulcan Carriers), January 30—Chairman **Michael Galbraith**, Deck Delegate **Robert Coleman**, Engine Delegate **Rodney Lewis**, Steward Delegate **Diego Hatch**. Chairman told crewmembers second washer and dryer has been requested. Educational director urged members to upgrade at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew gave thanks to steward department for job well done.

GOLDEN MONARCH (Apex Marine), January 30—Chairman **Charles Parman**, Secretary **Pernell Cook**, Educational Director **C. Boleware**, Engine Delegate **Jerome Dooms**, Steward Delegate **George Marano**. Chairman reported captain extended thanks to entire crew for job well done. Secretary thanked crewmembers for upkeep of ship and stated he is looking forward to returning to ship after it is laid up in Korea. He urged members to donate to SPAD. Educational director advised members to upgrade at Paul Hall Center. Disputed OT reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Chairman Parman stated crewmembers enjoyed "Scandal at Sea" video. Crew requested microwave oven.

LNG TAURUS (ETC), January 30—Chairman **Robbynson Suy**, Secretary **Francis Ostendarp**, Educational Director **Daniel Brass**, Deck Delegate **Larry Lehner**. Chairman asked contracts department for clarification of new manning scales. No beefs or disputed OT reported. Chairman reported "Scandal at Sea" video arrived on ship and encouraged entire crew to view it. Chairman announced new TV and microwave oven on order. Crew held a moment of silence in memory of departed members.

SEA-LAND DEFENDER (Sea-Land Service), January 23—Chairman **Robert Wagner**, Secretary **John Alamar**, Educational Director **Balic Bazidar**, Engine Delegate **Donald Morrison**, Steward Delegate **Ignacio Fontelera**. Chairman asked contracts department for copies of new contract. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested shuttle buses in all ports outside U.S. to and from vessel. Crew also asked for new selection of shipboard movies.

SEA-LAND EXPLORER (Sea-Land Service), January 30—Chairman **Jack Kingsley**, Secretary **William Burdette**, Educational Director **G. Pollard**, Deck Delegate **Godofred Milabo**, Engine Delegate **Steven Byerley**. Chairman announced payoff upon arrival in Long Beach, Calif. No beefs or disputed OT reported. Crew dis-

cussed system of returning movies to library after use in crew lounge.

SEA-LAND HAWAII (Sea-Land Services), January 30—Chairman **W. Lough**, Secretary **Paul Guzman**, Educational Director **Jose Del Rio**, Deck Delegate **Allen Runnion**, Engine Delegate **Kenneth Harder**, Steward Delegate **Glenn Taan**. Chairman stated dryer in crew laundry to be repaired. Educational director reminded crewmembers to upgrade at Lundeberg School. Treasurer reported \$165 in ship's fund. Some disputed OT reported in deck department. No beefs or disputed OT noted by engine or steward delegates. Chairman announced "Scandal at Sea" video available for crew to view. He also noted good response to new repair list. Steward gave special waste cans to collect plastics to bosun for distribution to crew. Crew voted galley gang best ever and gave them special thanks. Next port: Long Beach, Calif.

SEA-LAND INDEPENDENCE (Sea-Land Services), January 10—Chairman **John Stout**, Secretary **Nancy Heyden**, Educational Director **Cardel Dunn**, Deck Delegate **Mitch Santana**, Engine Delegate **Saeed Muffahi**, Steward Delegate **Carlton Griffin**. Chairman extended special vote of thanks to steward department for holiday meals and recent barbecue. He noted most of crew is signing off after voyage and reminded them to clean rooms and leave keys with steward or bosun. He asked crewmembers to keep laundry room clean and be sure to secure all tape lockers while in port. Educational director reminded members to donate to SPAD and upgrade at Piney Point. No beefs or disputed OT reported. Steward delegate thanked crewmembers for complying with new smoking rules and helping to keep mess hall and lounge clean. Next port: Long Beach, Calif.

SEA-LAND QUALITY (Sea-Land Service), January 23—Chairman **Carmine Bova**, Secretary **T.J. Smith**, Educational Director **Hans Schlueter**, Deck Delegate **Tom Nealon**, Engine Delegate **Anthony Rotunda**, Steward Delegate **Stephan Osovitz**. Chairman announced new Seafarers LOGs received. Educational director advised members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: Boston.

SEA-LAND TRADER (Sea-Land Service), January 30—Chairman **L.E. Watson**, Secretary **Jack Utz**, Educational Director **Jan Haidir**. Chairman reminded members to leave room clean when signing off ship. Crew requested new TV and refrigerator. No beefs or disputed OT reported. Crew asked for Sea-Land to provide mail service in all ports of call and for contracts department to clarify day-off rules. Chairman said all crewmembers should have crew lounge key in their possession. Steward announced he will check linen condition.

COVE ENDEAVOR (Cove Shipping), February 6—Chairman **C.C. Smith**, Secretary **Thomas Wybo**, Educational Director **Mark Grandahl**, Deck Delegate **T.J. Troupe**, Engine Delegate **V. Rewerts**, Steward Delegate **Mohamed Ahmed**. Chairman announced ship

heading from Panama to Baton Rouge, La. Educational director reminded crew to practice safety and all times. He urged members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reported microwave oven and freezer ordered. Chairman advised crewmembers to put normal size loads in washer. Crew thanked galley gang for good food. Next port: Chiriqui Grande, Panama.

LIBERTY SPIRIT (Liberty Maritime), February 6—Chairman **R. Brown**, Secretary **N. Evans**, Educational Director **D. Swords**, Deck Delegate **B. Robinson**, Engine Delegate **T.J. Matthews**, Steward Delegate **R. Gordon**. Chairman announced payoff upon arrival in New Orleans. He will discuss time off after foreign voyages with patrolman during payoff. Treasurer listed \$120 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman reminded members signing off in New Orleans to strip bunks and clean rooms.

LONG LINES (Transoceanic Cable), February 11—Chairman **Pete Amper**, Secretary **Michael Bonsignore**, Educational Director **Eric Frederickson**, Deck Delegate **Joseph Cosentino**, Engine Delegate **Mark Francois**, Steward Delegate **Eric Manley**. Crew stated two new washers and dryers received in Portland, Ore. Secretary discussed "Scandal at Sea" video with crewmembers. Treasurer reported \$625 in ship's fund. No beefs or disputed OT reported. Crewmembers requested exercise room be expanded and library in crew lounge be increased. Next port: Honolulu.

MAYAGUEZ (Puerto Rico Marine), February 9—Chairman **A. Caulder**, Secretary **J. Reddick**, Deck Delegate **Matt Arnold**, Steward Delegate **Lawrence Winfield**. Crew asked contracts department to clarify day-off and watch standing policies. Crewmembers gave vote of thanks to steward department for job well done.

OMI SACRAMENTO (OMI), February 6—Chairman **Ray Gorju**, Secretary **Mathew Scott**, Educational Director **Robert Caldwell**, Deck Delegate **William Steele**. Chairman announced ship going into Mobile, Ala. shipyard upon arrival. He noted new chairs for crew lounge arrived and urged members to clean rooms before signing off ship. Educational director encouraged members to attend Paul Hall Center to upgrade skills. He reminded crew the facilities are second to none for merchant mariners. Treasurer announced \$260 in ship's fund. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Bosun stated he will check with patrolman concerning renewal of clinic cards and drug testing during dry dock period. Crewmembers gave special recognition to members of galley gang for outstanding Christmas meal. Crew commended steward department members **Steward/Baker Scott**, Chief Cook **Jack Freeman** and SA **Catherine Mamahon** for having true holiday spirit and doing an excellent job.

OVERSEAS HARRIETTE (Maritime Overseas), February 6—Chairman **Peter Victor**, Secretary **G. Quinn**, Educational Director **D. Marino**, Deck Delegate **Downey Shannon**, Engine Delegate **Armando Medina**, Steward Delegate **Rudolph Xatruch**. Chairman reported smooth voyage and 10 days in Russia enjoyed by all. He noted ship may lay up in New Orleans for two weeks. Educational director urged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crewmembers requested copies of new con-

tract. Crew gave vote of thanks to steward department for job well done. Next port: Callao, Peru.

OVERSEAS JUNEAU (Maritime Overseas), February 22—Chairman **Jeffery Kass**, Secretary **Scott Opsahl**, Educational Director **C. Montoya**, Deck Delegate **Steven Marwin**, Engine Delegate **Jimmy Soto**, Steward Delegate **Ahmed Nasser**. Chairman reported new furniture to arrive while vessel is in dry dock. He said he's awaiting response from contracts department concerning day-off policy and advised members to keep lounge neat and to clean rooms when signing off. Educational director urged members to upgrade as often as possible and announced applications are available. He advised

Delegate **William Murphy**, Engine Delegate **Earl Erbert**. Chairman announced payoff upon arrival in port. Educational director urged members to read Seafarers LOG to keep informed and upgrade at Piney Point. Deck delegate asked contracts department for clarification of rules regarding AB on wheel duty. No beefs or disputed OT reported by engine or steward delegates. Entire crew extended vote of appreciation and thanks to galley gang. Next port: Los Angeles.

SEA-LAND HAWAII (Sea-Land Service), February 6—Chairman **W. Lough**, Secretary **D. Spangler**, Deck Delegate **A. Runnion**, Steward Delegate **Glenn Taan**. Chairman reported electrician

Galley Crew Delivers Delicious Tuna



During a stopover on the tropical island of Guam, crewmembers aboard the Sea-Land Navigator had the opportunity to purchase fresh fish. Above is a photo of the galley gang with their beautifully prepared tuna. From left are Chief Cook G. Salle, Chief Steward J. Smith and Steward Assistant I. Monasser.

members to read Seafarers LOG. No beefs or disputed OT reported. Crew extended special vote of thanks to galley gang for job well done. Next port: Cherry Point, Wash.

OVERSEAS PHILADELPHIA (Maritime Overseas), February 7—Chairman **Tim Olvany**, Secretary **D. Brown**, Educational Director **R. Kurpeski**. Chairman noted ice machine in crew area needs repair. He announced payoff in Florida. Secretary encouraged members to read Seafarers LOG. Educational director advised crewmembers to upgrade at Paul Hall Center. Treasurer reported \$50 in ships fund. No beefs or disputed OT reported. Crew discussed asking company to install smoking lounge. Crew thanked steward department for job well done and extended special vote of thanks to **GSU Pedro Alicea** for making ship a clean home for crewmembers. One moment of silence observed for departed union brothers and sisters. Crew thanked contracts department for improvements in medical services for members and dependants. Next port: Corpus Christi, Texas.

RALEIGH BAY (Sea-Land Service), February 27—Chairman **H. Knox**, Secretary **J. Speller**, Educational Director **David Dukehart**. Chairman reminded members to donate to SPAD. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported.

ROVER (Vulcan Carriers), February 6—Chairman **Ray Todd**, Secretary **H. Manning**, Educational Director **Charles Allen**. Secretary advised members to follow no smoking rule in mess hall and crew lounge. No beefs or disputed OT reported. Crew discussed use of washers in laundry room.

SEA-LAND ENDURANCE (Sea-Land Service), February 14—Chairman **T. Trehern**, Secretary **Ruebin Galleguillos**, Deck

trying to repair crew dryer. He asked crewmembers to look out for one another. Treasurer reported \$165 in ship's fund. No beefs or disputed OT reported. Crew announced video concerning runaway-flag ships viewed by all. Crew discussed building a picnic table. Next port: Honolulu.

SEA-LAND KODIAK (Sea-Land Service), February 14—Chairman **Alan Lautermilch**, Secretary **M. Morgan**, Engine Delegate **Rhonda Koski**, Steward Delegate **Ronald Dewitt**. Chairman advised crew to take care when walking from ship to gate during cargo operation. Crew requested different brand of coffee on ship. All delegates reported coffee tastes bad. No beefs or disputed OT reported.

SEA-LAND LIBERATOR (Sea-Land Service), February 6—Chairman **W. Whitsitt**, Secretary **G. Thomas**, Educational Director **D. Dean**. Educational director recommended members take advantage of Lundeberg School courses. Deck delegate reported disputed OT. No beefs or disputed OT reported by steward or engine delegates. Crewmembers extended vote of thanks to galley gang for job well done. Crew requested second washer and dryer. Next port: Oakland, Calif.

SEA-LAND PATRIOT (Sea-Land Service), February 26—Chairman **R. Garcia**, Secretary **J. Russell**, Deck Delegate **Steve Kastel**, Engine Delegate **Joseph Vain**, Steward Delegate **Jacob Dusich**. Chairman and crewmembers discussed "Scandal at Sea" video. Educational director noted schedule of classes at Piney Point posted. He urged members to donate to SPAD. No beefs or disputed OT reported. Chairman announced response to questions sent to contracts department posted. Steward delegate asked members to keep recreation room clean and not to put empty coffee pots on

Continued on page 24

Ships Digest

Continued from page 23

burners. Crew requested clarification of payoff rules from contracts department. They also gave vote of thanks to steward department and Chief Cook John Bennett for excellent meals. Next port: Long Beach, Calif.

SEA-LAND EMPRESS (Sea-Land Service), February 12—Chairman Ray Ramirez, Secretary G. Bryant Jr., Educational Director A. Bell, Deck Delegate Gary Walker, Engine Delegate William Hatchel, Steward Delegate Joel Crow. Chairman announced ship leaving Kobe, Japan. Deck and steward delegates reported disputed OT. No beefs or disputed OT

reported by engine delegate. Chairman stated smooth sailing with job well done by entire crew and good cooking by galley gang. Next port: Tacoma, Wash.

SEA-LAND RELIANCE (Sea-Land Service), February 17—Chairman A. Eckert, Secretary G. Sivley, Educational Director A. Jar Amillo, Deck Delegate J. Casagay. Chairman announced payoff in Tacoma, Wash. and asked crewmembers to clean rooms before leaving ship. He thanked entire crew for job well done. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew noted *Seafarers LOGs* received. Crew thanked steward department for great meals.

SEA-LAND SPIRIT (Sea-Land

Service), February 14—Chairman Howard Gibbs, Steward Delegate A. Delaney, Educational Director Austin Horn, Deck Delegate Evan Bradley, Engine Delegate D. Loesin, Steward Delegate S. Hsien. Chairman reported shower repairs complete. He stressed importance of contributing to SPAD. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

SEA-LAND TACOMA (Sea-Land Service), February 2—Chairman Joseph Artis, Secretary H. Lively, Educational Director George Ackley, Engine Delegate W. Weaver, Steward Delegate Frank Martin. Chairman noted payoff upon arrival in Tacoma, Wash. He reported new watch system now in effect. Secretary asked contracts department to clarify use of gloves in galley. Educational director asked for donation to Seaman's Church in New York for books sent to vessel. He reminded members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew discussed starting movie library and building bookshelf for new books. Crewmembers gave vote of thanks to steward department.

SEA-LAND VOYAGER (Sea-Land Service), February 23—Chairman J. Lundborg, Secretary L. Lightfoot, Educational Director B. Landis, Engine Delegate T. Abdulla, Steward Delegate D. Flunker. Chairman thanked crewmembers for working hard during entire trip. Secretary informed crew of new menu items. Educational director advised all crewmembers to upgrade at Piney Point and support union by donating to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew stated *Seafarers LOGs* not received in Yokohama

as usual. Chairman announced captain approved new VCR for ship. Many votes of thanks given to galley gang for great food preparation. Special thanks extended to OS Eddie Gooch for keeping unlicensed areas super clean. Next port: Tacoma, Wash.

SEALIFT CARIBBEAN (IMC), February 27—Chairman Jerry Borucki, Secretary Dorothy Takahashi, Educational Director Ray Prin, Deck Delegate Eric Lund, Engine Delegate J. Kisanis, Steward Delegate Beverly Harris. Secretary noted crew needs new dryer in crew laundry and new mattresses. He thanked deck department for job well done. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew requested new no-skid pads in galley. Next port: Charleston, S.C.

SEALIFT INDIAN OCEAN (IMC), February 6—Chairman Fred Collins, Secretary Franz Winiker, Engine Delegate A. Cook, Steward Delegate Gloria Gottschlich. Chairman announced microwave oven needs repair or replacement. He added very good work being done by entire crew aboard vessel. Educational director urged members to view educational films and to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew requested new belt for dryer. Next port: Singapore.

STONEWALL JACKSON (Waterman Steamship), February 3—Chairman John McDonald, Secretary T. Hanson, Educational Director Frank Quebedeaux, Deck Delegate Robert Christensen, Engine Delegate W. Parrish, Steward Delegate A. Bell. Chairman announced payoff in New Orleans. Secretary thanked crew for job well done. Treasurer reported \$480 in movie fund. No beefs or disputed OT reported. Crew stated *Seafarers LOGs* and "Scandal at

Sea" video received. Crew requested additional chairs in mess hall. Chairman urged members to remove clothing from washers and dryers promptly and to be careful when closing doors.

WESTWARD VENTURE (Inter-Ocean Management), February 1—Chairman T. M. Murphy, Secretary M. Gramer, Educational Director Lorance Pence, Deck Delegate Duff Joyce, Steward Delegate H. Bubaker. Chairman discussed *Seafarers LOG* article explaining new maritime policy in Congress. Educational director reminded members to upgrade at Lundeberg School and donate to SPAD to maintain strong maritime industry. No beefs or disputed OT reported. Chairman noted company plans to repair crew lounge furniture and rooms during shipyard stay. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

USNS WILKES (Bay Ship Management), February 6—Chairman James Souci, Secretary Vicki Holloway, Educational Director Eric Sutton, Deck Delegate Jonathon Davis, Engine Delegate Jeffrey Willis, Steward Delegate Donald Mann. Chairman thanked crewmembers for separating trash properly. Educational director advised members to upgrade skills at Piney Point and submit applications early. Treasurer reported \$363 in ship's fund. No beefs or disputed OT reported. Crew commended galley gang on great food and discussed having TV on during meal hours. Bosun noted coasters to be put on bottom of chair legs in mess hall to prevent sliding during rough weather. Chairman announced company purchasing new washer and dryer for crew laundry. Crew requested tile throughout vessel be replaced and new table in mess hall be purchased. Crewmembers observed moment of silence in memory of departed union brothers and sisters.

Meeting Time Aboard the Bobo



Taking part in a recent union meeting aboard the 2nd Lt. John Paul Bobo in the port of Panama City, Fla. are (from left) QMED Wayne Gonsalves, Bosun Red Wilson, QMED Joe Cipullo, Chief Electrician Charles Betz and Chief Steward Hans Schmuck.

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 boat-

men 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.

Lundeberg School Revises Recipe for Chief Cooks

The Paul Hall Center for Maritime Training and Education recently announced plans to implement an all-new chief cook upgrading program, beginning with a pilot course April 18 through June 26.

"After this pilot program, the entire course will be re-evaluated and then started again on a permanent basis," said Lundeberg School Culinary Director Don Nolan. "The course has been totally revised in order to maximize the learning opportunity for each student. As part of that revision, the course no longer will be open-

ended."

Twelve Seafarers will take part in the pilot course, although future classes may have twice as many upgraders, Nolan said. (At press time, there were a few spaces available in the pilot course.)

Galley gang members who want to apply for the pilot or later courses (dates to be announced) should complete and mail the coupon on page 27 of this issue of the *Seafarers LOG*, or they may contact their port agent or the Lundeberg School for more information.

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

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

weekly quizzes also will be part of the curriculum.

Other topics integrated during the entire 12-week period are sanitation, nutrition, safety, tools and equipment, food-service math, weights and measures, inventory control and computer lab.

Students are expected to bring their own knives. Recommended knives are: an 8-inch chef's knife, a 6-inch flexible boning knife, a 3-inch paring knife and a vegetable peeler.



Upgraders in the new chief cook program will do extensive training in the Paul Hall Center's modern lecture/demonstration galley (above).

SAB Approves Shipping Rules Changes

Continued from page 21

port registered relative to his return to the vessel. He must return to the vessel at the completion of his relief by re-claiming his job from the hiring hall shipping board no later than the day prior to the vessel's arrival in port. If the relief period ends and the ship is at a port other than at the port where the seaman was relieved, he shall be cleared for re-shipment at the port where registered. When such jobs are reclaimed, the Dispatcher shall provide the Port Agent where the vessel is located and the Manpower Office with the following information: Name, rating, social security number, registration card number and seniority classification of the permanent rating.

"On vessels arriving on a weekend, jobs must be reclaimed by the permanent rating no later than the Friday preceding the vessel's arrival in port. If Friday is a recognized holiday in the port where registered, the job must be reclaimed on the preceding Thursday. Seamen failing to comply with the reshuffle procedures shall forfeit their right of reclaim and shall register pursuant to the provisions specified in Rule 2, Shipping Procedures."

Add new language 5. Preferences and Priorities, 13(n), to read as follows: "(n) Permanent ratings leaving a vessel for medical reasons shall be qualified under the Rules to rejoin the same vessel after he has acquired a 'Fit for Duty Status,' provided that he registers for employment within forty-eight (48) hours, excluding Saturdays, Sundays and Holidays, after receiving his 'Fit for Duty.' Time off pursuant to this provision shall not be less than fifteen (15) days nor exceed one hundred twenty (120) days. The four (4) month employment period shall be reduced by the number of days of medical relief."

The sixty (60) day relief period provided for in Rule 13 (a) may be extended for medical reasons according to the above.

Add new language 5. Preferences and Priorities, 13(r),(s), to read as follows: "(r) All seamen employed aboard Tanker class vessels above the entry level, excluding such ratings as specified in subsection (a) above, and who possess Class 'A' or 'B' employment seniority, shall be permitted to remain aboard a specific vessel for a period of time not to exceed sixteen (16) months, subject to the vessel's operational necessity.

"During the specific period of employment, their tours of duty shall be approximately four (4) months on and two (2) months off. Work schedules may be modified subject to the vessel's operational necessities, and as mutually agreed to between the Union and the Company. Pursuant to industry practices, seamen covered by this subsection (q) leaving a vessel for medical reasons shall not be qualified to return to the vessel when declared 'Fit for Duty.'"

"Seamen receiving Maintenance and Cure benefits during their relief shall forfeit the right to return to the vessel under this Trip Relief procedure."

"Except as specifically provided in this subsection (r), the provisions applicable to the permanent ratings specified in Rule 12 (a) above shall also be applicable to seamen specified in this subsection (r)."

"(s) It will be incumbent upon the Company, when ordering replacements, to notify the Manpower Pool Coordinator when seamen are leaving and rejoining their vessels pursuant to Rule 12."

Add new language 8. Discipline, B.2. to read as follows: "2. The hearing committee shall prepare a written specification of charges and notice of hearing, which shall be sent to the subject seaman by certified mail, addressed to his last known residence. Such notice shall provide at least two (2) weeks' time for the seaman to prepare his defense and shall give the seaman up to one (1) week before the hearing date to request a change of date or location of such hearing. The hearing committee shall initially locate the hearing at the Union hiring hall closest to the subject seaman's last known residence. Pending the hearing, the seaman may register and ship in accord with these Rules and in his current seniority, except that the charged seaman shall not be permitted to ship to the charging Company's vessels until the hearings have been concluded."

"All efforts will be made by the Board for hearings conducted under this section to be completed in an expeditious manner."

Add new language in 10. Special or Emergency Provisions, D.1., to read as follows: "D. 1. Seamen who have retired from the industry shall be permitted to compete for employment aboard contracted vessels designated by the Seafarers Appeals Board, provided they can pass the physical examination."

Delete last paragraph in 10. Special or Emergency Provisions,

D.2. which reads: "Conditions in the industry shall be continuously monitored, and six (6) months after 1. and 2. above are instituted, the Seafarers Appeals Board shall determine whether the procedures shall continue or be terminated."

Maritime Briefs

29 Die in Runaway-Flag Collision in Istanbul

An explosive collision between two Greek-owned, Cyprus-flagged vessels on March 14 in Istanbul's Bosphorus Strait resulted in the deaths of 29 crewmembers and left oil slicks up to 25 miles long which caused environmental and wildlife damage.

Neither ship had a pilot on board when the dry cargo vessel *Ship Broker* and the tanker *Nassia* crashed at the Black Sea entrance to one of the world's busiest shipping lanes, according to published reports.

The *Nassia* spilled an unspecified amount of the 98,500 tons of crude oil that it was transporting from Russia to Italy. The vessel, owned by Lemar Shipping, reportedly sustained major damage from the massive fire which erupted upon impact.

A much smaller fire broke out on the *Ship Broker*, which is owned by Seabase Shipping, Ltd. Sixteen crewmembers (three Greeks and 13 Filipinos) were rescued from the *Nassia*, while five (three Malaysians and two Greeks) were saved from the *Ship Broker*.

This was the 40th shipping accident in the Bosphorus area since 1960.

American Maritime Officers Withdraws from National MEBA

The American Maritime Officers (AMO) on March 20 formally withdrew from the National Marine Engineers Beneficial Association (MEBA).

Such a withdrawal from National MEBA had been authorized by AMO members in a two-month, unionwide secret ballot referendum that ended February 15. The members voted almost unanimously to permit AMO President Michael McKay and the union's executive board to sever ties with National MEBA if the officials found such action necessary to protect AMO jobs, contracts and autonomy, the AMO said in a statement released last month.

McKay later said that this action "will in no way alter AMO's relationships with other unions at sea or ashore or change AMO's essential mission—sustained opportunity for AMO members in foreign and domestic trades."

No Criminal Charges Found in Amtrak Disaster

A six-month investigation by the state of Alabama into the September derailment of Amtrak's *Sunset Limited* has concluded and found no criminal wrongdoing by any of the tugboat crewmembers involved. The tug *Mauvilla* struck a bridge in Big Bayou Canot outside of Mobile, Ala., causing the derailment of the passenger train and

the deaths of 47 people.

In a 232-page report, an inter-agency task force concluded there was no evidence suggesting that anyone consciously disregarded a substantial and unjustifiable risk which caused a loss of human life. The task force also found that no state law was violated when the barges pushed by the *Mauvilla* rammed the bridge at the bayou minutes before the train plunged into the muddy waters.

The National Transportation Safety Board is continuing its investigation and will issue a separate report on the derailment this summer.

SIU-Crewed Empire State Finishes Somalia Pullout

The SIU-crewed *Empire State* left the port of Mogadishu on March 24, carrying American troops and marking the end of 15 months of operation in Somalia by the U.S. Military Sealift Command (MSC).

From the start of relief efforts in the war-ravaged African nation, Seafarers played an active and important role. SIU-crewed military prepositioning vessels from Diego Garcia sailed across the Indian Ocean to Somalia days before the first Marines landed on Dec. 9, 1992.

At the height of the intervention in December 1992, 17 SIU-crewed vessels were involved in the relief effort.

SIU-crewed ships delivered trucks, tractors, troops, ready-to-eat meals, medical supplies and other materiel. They also provided food and ammunition for American troops.

In all, nearly a million tons of military cargo were deployed.

Braer's Owners, Captain Will Not Be Prosecuted

Scottish authorities last month announced that the American owners and Greek captain of the *Braer*, the runaway-flag ship that ran aground on the Shetland Islands and spilled almost 85,000 tons of oil into the North Sea in January 1993, will not be prosecuted.

The reasoning for the decision, based on information supplied by authorities in the Shetland Islands to the Crown Office in Edinburgh, was not given. The final report on the investigation into the disaster will be released either this month or next month.

The *Braer* was owned by Bergvall & Hudner and managed by B & H Shipmanagement Co., both of Stamford, Conn. The Liberian-flagged vessel had a Greek Captain (Alexandros Gelis) and Greek, Filipino and Pakistani crewmembers, none of whom was seriously injured. It was chartered by Canada Ultramar Ltd., a Canadian oil group.

Lundeberg School Graduating Classes



SEAFARERS
HARRY LUNDEBERG SCHOOL
LIFEBOAT CLASS

Trainee Lifeboat Class 520—Graduating from trainee lifeboat class 520 are (from left, kneeling) Jonathan Owen, Simone Solomon, Kathryn Rivera, Sonia Felix, Brett Randall, Steven Witkowski, Willie Jones Jr., Kurt Jacobsen, (standing) Daniel Rodriguez, John Bocchichio, Labarron Johnson, Frank Adam Cook, Eddie Williams, Durriell Williams, Ben Cusic (instructor), Eric Martinez, Toderick McClary, Mark McKinney, Joseph Grandinetti, Marlon Tate, Christopher Coston and Eric Williams.



Upgraders Lifeboat—With instructor Jim Brown (left) are January 12 upgrading graduates of the lifeboat class (from left) William Wynn, To-Nu Wallace, David Gregory and Martin Josephson Jr.



Marine Electronics Technician I—The February 17 graduates of the marine electronics technician course are (from left, seated) Richard Buchanan, Marsha Dawson and Herman Manzer. Standing is instructor Russ Levin.



SEAFARERS
HARRY LUNDEBERG SCHOOL
LIFEBOAT CLASS
521

Trainee Lifeboat Class 521—Graduating from trainee lifeboat class 521 are (from left, kneeling) Brian Lu, William Concidine, Andrea Bryant, James Kelly Jr., Ben Cusic (instructor), (second row) William Mohica Jr., Theron Bowen, Javier Gonzalez, Roy Frett Jr., (third row) Steven Thomas, Bryan Powell, Thomas Christopher Johnson, Michael McCluskey, Rolando Cortez Jr., Christopher Nix and Dionce Bright.



Limited License—Completing the limited license course on February 24 are (from left) James R. Gibb, Joseph M. Kane, Harry McGahan, Albert Cropek and Ron Raykowski (instructor).



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



Advanced Firefighting—Upgrading members completing the advanced firefighting course are (from left, first row) Byran Cummings (instructor), David Rush Ingram, Patrick Cross, Maria Photiou, William Jarvi, Mark Dominiak, (second row) Harry McGahan, Christian Werner, John Orr, Phillip McKenzie, Damian Krowicki and John Smith (instructor).



Diesel Engine—Receiving certification in diesel engine technology are (from left, seated) Greg Stamatelakys, José A. Quinones, Geoffrey P. Denesse, (second row) Ralph Gosnell, Bradley K. Twiford, William J. Carlin, Pompey B. Alegado, J.C. Wiegman (instructor), Celina Butler and John Schneider.

Upgrade Your Skills at the Lundeberg School

LUNDEBERG SCHOOL 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between May and September 1994 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve 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
	September 9	October 21

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

Bridge Management (Shiphandling)	May 6	May 20
	July 29	August 12
Radar Certification	May 20	May 27
	June 17	June 24
	July 22	July 29
	August 19	August 26
Celestial Navigation	September 16	September 23
	July 1	August 12
Limited License, Part 1	September 9	October 21
	June 20	July 1
Limited License, Part 2	September 26	October 7
	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	May 6	May 20
	May 20	June 3
	June 17	July 1
	July 15	July 29
	August 12	August 26
	August 26	September 9
Basic/Advanced Fire Fighting	September 9	September 23
	July 8	July 22
Sealift Operations & Maintenance	September 16	September 30
	May 9	June 3
	July 11	August 5
	September 5	September 30

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)

Address _____
(Street)

Telephone _____
(City) (State) (Zip Code)
(Area Code) (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

Recertification Programs

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

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	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	September 12	October 21
Diesel Engine Technology	June 27	July 22
Refrigeration Maint. & Operations	August 1	September 9
Pumproom Maint. & Operations	September 5	October 14
Hydraulics	June 20	July 15
Marine Electrical Maintenance	July 5	August 26
Crane Maintenance	September 12	October 21

1994 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeborg 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 III September 12 November 4

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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



SUMMARY ANNUAL REPORTS
 SIU Pacific District
 Pension Plan
 — Page 19
 SIU Pacific District
 Supplemental Benefits Funds, Inc.
 — Page 20

Baseball and the Sea Swell in the Leiter Family

In the Leiter family, there are two very distinct and true loves—the sea and baseball.

John and Karl Leiter followed their father, Alexander, to sea to become second generation Seafarers and fourth generation merchant mariners. Al and Mark Leiter, their brothers, picked up on their father's love of baseball and will be pitching in the major leagues again this year. Another member of the clan, Kurt, sailed with the SIU during the Persian Gulf war after his baseball career ended in the minor leagues.

John and Karl have found unique ways at sea to keep up with their ball-playing brothers.

"I try to sail on coastwise vessels," John told a reporter for the *Seafarers LOG*. "That way, I'm in a port every two to three days and can read a newspaper or make

a phone call. I also try to listen to games on the radio depending on where the ship is sailing."

Karl, who is sailing as an oiler aboard the *SS Independence*, discovered through an interview for this article that Mark had been released by the Detroit Tigers and signed by the California Angels. "I knew that he had been released, but I had no idea that he was already signed by another team," Karl said in a telephone conversation from Hawaii. "So you see how I sometimes get the latest news."

Because he lives in Hawaii, he noted newspapers are his primary source for information.

John recalled that his father, who passed away in 1988, was a devoted family man whose life on the beach revolved around his family and the game of baseball.

"We had a batting cage on the property," said John, who began his engine department career in 1983 as a graduate of the Seafarers Harry Lundeberg School. "All of us (including a sixth brother, Eric) went to baseball camp. All of us played varsity ball in high school. In fact, Karl was my catcher when I pitched."

According to a former shipmate, Alexander Leiter was known as a pretty good ball player. Angus "Red" Campbell, retired SIU vice president, sailed with the elder Leiter on Bull Lines vessels. "He always enjoyed baseball whether he was playing it, watching it or discussing it," Campbell said.

Alexander began his seafaring career as a deckhand with the SIU during World War II. He worked



A photo from the November 12, 1965 *Seafarers LOG* shows Bosun Alexander Leiter (left) bringing his sons John, Karl and Eric to the New York hall. John and Karl sail today in the engine department.

his way up the hawsepipe and became a mate in 1966, joining the Masters, Mates and Pilots.

After the war, he was on the *Coe Victory* in Liverpool, England where he met his wife to be, Maria. According to John, they fell in love and he brought her back to the States. She already was used to dealing with men going to sea, as her father and grandfather sailed in the British merchant marines.

Although Alexander sailed in the deck department, he did not encourage his children to do the same. Both John and Karl, who joined the SIU in 1989 after a stint in the Navy, followed his advice and went to work in the engine department.

When dad did not have the sons practicing baseball, they were attending games in New York, Philadelphia and Boston. John revealed that despite the fact both Mark and Al wore Yankee pinstripes at one time, the family grew up as Mets fans.

Last year, the Leiters got the thrill of seeing Al not only play in the World Series (major league baseball's championship), but also win one of the games for the champion Toronto Blue Jays.

"I didn't get to see him pitch that game in person, but I did watch it on television," John admitted. "I did get to attend the series opener in Philadelphia (game 3), however."

This year, the Leiters will have to watch for scores from both sides of the continent. Al is expected to be the fifth starter in Toronto's pitching rotation, while Mark should be a relief pitcher and spot starter for California, which is based in Anaheim. As John quickly pointed out, both are active members of the baseball players union.

Meanwhile, John is looking forward to an addition to his team. He and his wife, Karen, are expecting a child later this year.



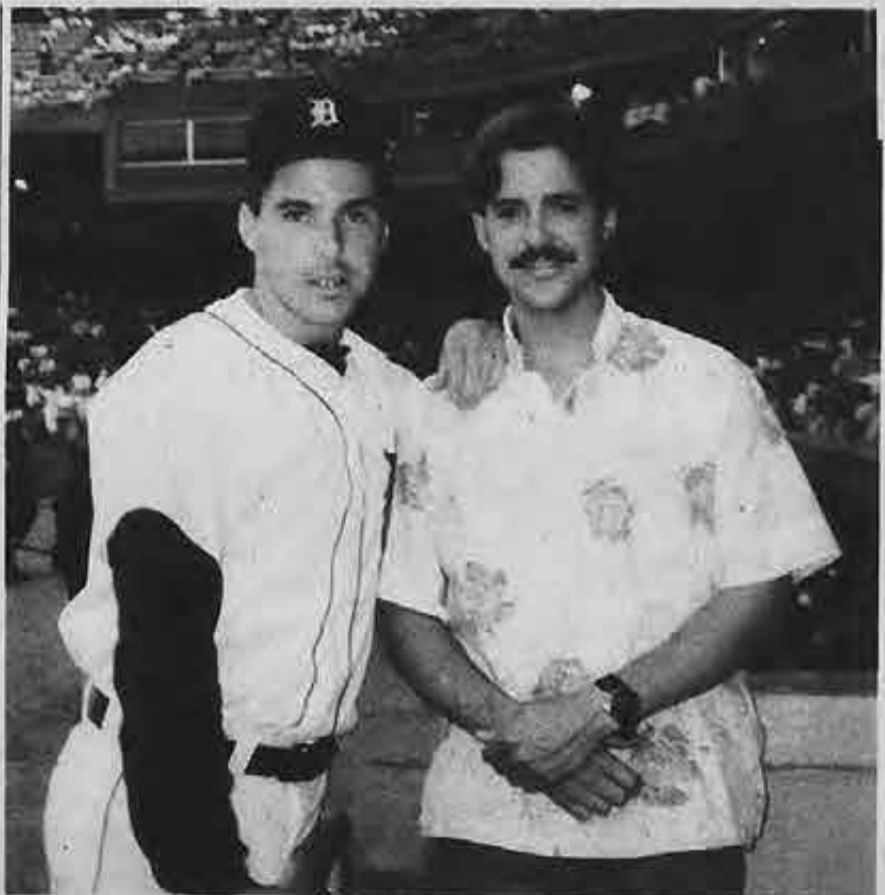
A rain delay in Philadelphia allows Al and John to talk before a World Series game.



Part of the Leiter clan gather for brother Al's wedding. From the left are Kurt, Al, sister Alexia, John and Mark.



During his time as an SIU patrolman, John (left) had a chance to see his brother Karl aboard the Puerto Rico Marine vessel *Humacao*.



John visits with his brother Mark prior to a game in Detroit.

Help Locate This Missing Child

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

Only six months of age when she was abducted by her

non-custodial father, Harry Edwin Lewis, September 10, 1993, Lacie Anne is now almost a year old. An FBI warrant has been issued in his name for unlawful flight to avoid prosecution.

At the time of her disappearance from West Jordan, Utah, the brown-eyed, light brown-haired baby was 23 inches tall and weighed 17 pounds. She has pierced ears, and her brown eyes have blue around the edges.

Anyone having information on the whereabouts of Lacie Anne Lewis should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the West Jordan (Utah) Police Department at (801) 265-4056.



Lacie Anne Lewis