

The

# SEAFARERS LOG

Volume 58 Number 11

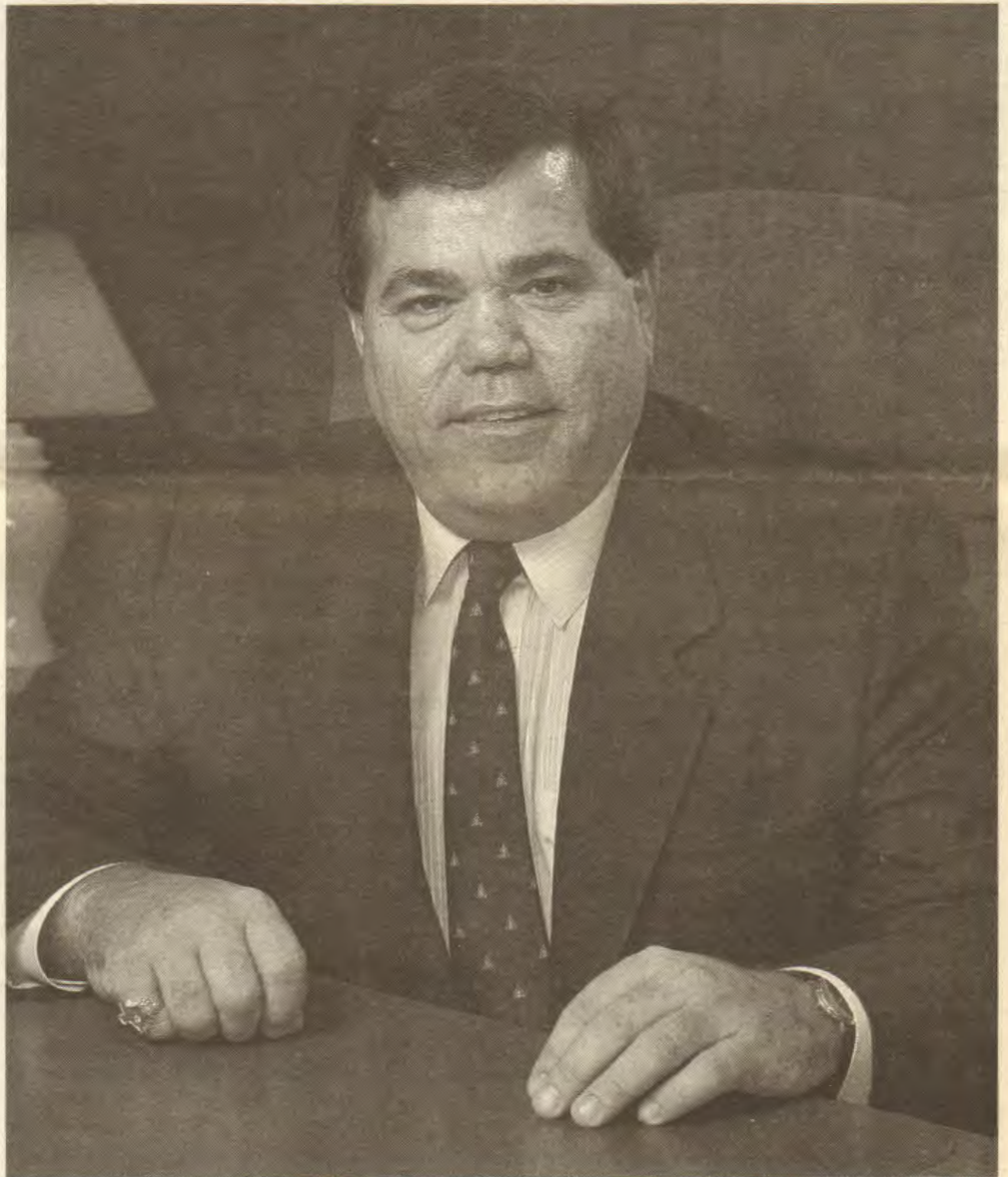
November 1996

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

## U.S.-Flag Firms Seek Slots in New Maritime Program

### Flurry of Activity Follows Clinton's Signing Ship Bill

## SIU Mourns Passing of Joe Sacco



News of the sudden passing of SIU Executive Vice President Joseph Sacco met with scores of tributes and condolences from fellow Seafarers throughout the country and aboard ships. Members of the maritime community joined in expressing their sorrow over the loss of one who had made a significant contribution to U.S.-flag shipping. Pages 3, 12-13.

October 8, 1996

STATEMENT BY THE PRESIDENT

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

October 8, 1996

STATEMENT BY THE PRESIDENT

Today I am pleased to sign into law H.R. 1350, the "Maritime Security Act of 1996." This Act sets the course for America's merchant marine into the 21st century.

The American flag is a symbol of freedom and opportunity. It is a reminder of the sacrifices made by our men and women in uniform and in civilian life. The enactment of this bipartisan effort will ensure that our citizen merchant mariners will continue to serve our country with pride and honor.

As he signed the Maritime Security Act of 1996 into law, President Bill Clinton praised the role that U.S. merchant mariners have played throughout the history of the United States, stating, "The American flag must always sail in the sea lanes of the world." Page 3.

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This Act will ensure that our citizen merchant mariners will continue to serve our country with pride and honor. It will also ensure that our citizen merchant mariners will continue to serve our country with pride and honor.

The Maritime Security Act will protect American jobs and maintain a U.S. presence in international maritime trade, ensuring that vital imports and exports are delivered in both peacetime and wartime. The Act reaffirms our Nation's resolve to maintain a strong U.S.-flag presence on the high seas for our continued national security and economic growth.

WILLIAM J. CLINTON

THE WHITE HOUSE,  
October 8, 1996.

###

## Union Calls for Bolstering of Safety Standards on Waterways

## President's Report

*Editor's note: Following is the eulogy delivered by SIU President Michael Sacco at the funeral mass of his brother, SIU Executive Vice President Joseph Sacco, October 25 in Owings, Md. Joey, as he was known throughout the union and industry, passed away October 19.*

Friends and family:

This is one of the hardest things I will ever have to do.

But Joey and I always stood by each other. And today, as we remember his life, I have to be there for my brother.

You know that Joey and I shared a family and we shared a passion — the SIU. From the day he came to work for the union until the day he passed away, everything that Joey did was intended to better the lives of the working men and women in our union. He spent his whole life helping others, trying to provide security and opportunity for the people he represented.

When you think of Joey, you think of heart. It's one of those strange things in life: His physical heart gave out on him, but his spiritual heart was stronger than anything on this earth.

That big heart of Joey's had a place in it for everyone in this room. And it was evident in everything he did:

- in the time he took with everyone
- in the pride and happiness he took in gaining a wage increase for a group of Seafarers
- in his commitment to solving problems
- in his vision for the future of the U.S. merchant marine
- and in the way he scooped up his grandchildren and grandnieces and grand-nephews.

Joey's heart was so big, sometimes we wondered if it was too big. There could be a fire alarm ringing at headquarters, and everyone would be hurrying out of the building — and you couldn't get Joey to move, because he was on the phone, talking to a pensioner who had a problem.

That tells you what Joey was all about. He was much more interested in helping others than in looking out for himself.

That example also reflects one of Joey's best assets: He was a great listener. He listened to all of us in this room. That was one of the ways he made us all feel important.

Another one of Joey's great strengths was foresight. He never believed that the SIU could rest on its laurels, and he always looked to the future.

In that regard, it's fitting that he spent his early years with the SIU helping to establish our Harry Lundeberg training school in Piney Point. Because he truly believed in education and training for Seafarers.

He always said the only way maritime labor will survive is if our members are educated and trained for the challenges that lie ahead. Year after year, we see that Joey hit the nail right on the head.

Of course, most of all, Joey believed in people. Many of you in this room got your start as union officials because Joey believed in you.

Because of that faith in people, Joey believed in this union and in the trade union movement. He understood the frustrations and dreams of working people, because he himself rose from the ranks — from AB all the way to vice president of the SIU.

That's one reason why he was a successful organizer, a genuine trade unionist and a great labor leader.

He was also an excellent family man.

[Speaking to Joseph Sacco's widow, Judy] Joey loved you and your family. Everyone who knew Joey for many years could feel the difference in his life once you were there. There was a constant gleam in Joey's eyes once he met you. At a time like this, it helps to know that before Joey died, you gave him the gift of a family — a family of his very own.

Friends and family, when Joey and I came to SIU headquarters almost seven years ago, we shared a dream. We wanted to rebuild the union and the American merchant marine. We wanted to provide jobs and job security for our members and their families.

Joey spent every day of his life on that goal. And because he did, we are closer to realizing that dream than ever before.

Today, I'm sure Joey is sitting at a desk in heaven, listening to everyone's problems. He's probably running things up there by now. I can see him leaning forward to hear a point, and I can hear his booming laugh as he shares a joke with friends.

God, I'll miss him more than words can ever describe. Each and every one of us will miss him.

But I also know Joey is looking over us, making sure we carry on his dreams. He set the example for us to follow. And Joey, for you, we will go forward and make sure your dreams come true.

## Unions Push Worker Issues As Election Day Approaches

### Seafarers Participate in Voting Process

With Election Day upon United States citizens, issues affecting America's working families—fair wages, workplace safety, job security and retirement security, to name a few—are prominent in the national, state and local debates.

U.S. workers "don't want to run the Congress, or the White House, or the political parties," AFL-CIO President John Sweeney said recently. "They want to be compensated and respected for the contributions they make. They want to send their children to decent schools. They want to go to a safe workplace every day. They want a doctor when they need one, a little rest when they are weary, and a pension after a lifetime of work."

Since early this year, the AFL-CIO, the national federation of trade unions (of which the SIU is an affiliate) has waged an extensive political education campaign to let American workers know how members of Congress have voted on issues of importance to them. Radio and television ads have played in cities and towns all across the country, providing information on votes cast by individual elected officials on such items as Medicare, Social Security, the budget and minimum wage.

This campaign has helped keep worker issues at the fore as citizens prepare to elect a president and vice president, 34 senators and all 435 members of the House of Representatives.

Additionally, the AFL-CIO's "Labor '96" campaign currently involves more than 10,000 union activists across the country who are explaining the issues to their union brothers and sisters and urging them to vote on November 5.



AB Mark Pesola (left) and DEU Charlie MaGinnis are ready to assist citizens attending a recent political event in Seattle.

Seafarers also voluntarily have been involved in the election process. Members and their families have attended rallies, manned phone banks and distributed literature for pro-maritime, pro-worker candidates.

#### Politics Impacts Workers

The profound effect of politics on millions of U.S. workers and their families was highlighted in a flurry of action by the Senate and the Clinton administration in July and August.

On July 9, the Senate voted overwhelmingly to raise the national minimum wage by 90 cents per hour, and the president subsequently signed the bill, which was strongly supported by the AFL-CIO.

A day later, the Senate took action on two bills opposed by organized labor. The Senate passed the so-called TEAM Act, which was designed to bring back company-dominated, sham unions.

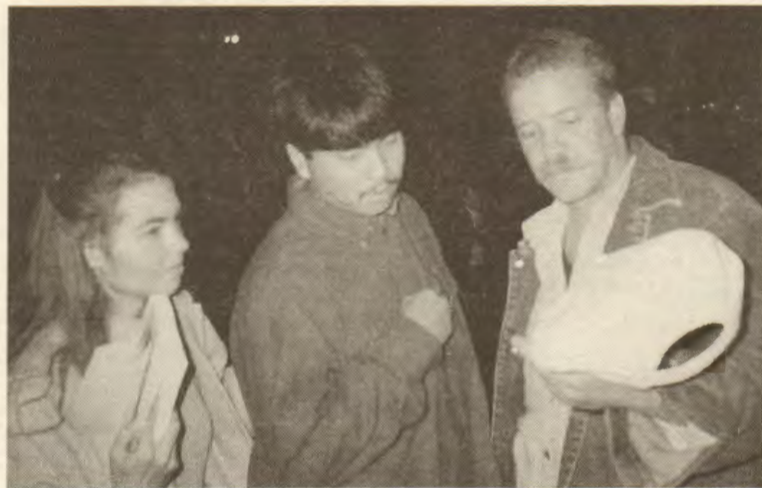
However, as promised, the

president vetoed the measure.

Finally, legislation calling for a national so-called right-to-work law died in a filibuster when the bill's sponsor was 29 votes short of the 60 needed to push it to a final vote.

The bill would have prohibited union contracts from requiring non-union employees to pay dues as a condition of employment.

"These are three prime examples that illustrate how important it is to elect representatives who support America's working men and women and their families," noted SIU President Michael Sacco. "I hope all Seafarers and their families keep that in mind, and I encourage all of our brothers and sisters to vote on November 5."



In Seattle, Chief Cook Bob Snow (right) proudly shows his SIU hat to a pair of visitors at a rally.



Chief Cook Ronnie Woodruff assists in providing security for the guests attending the Seattle rally.



Houston-area Seafarers, including Chris Bronski, Wesley Smith, Roman Hill, Wendy Fearing, Rodney Pence, Joe Billatto and Jerry VanEtten, pause for a photo before claiming their security posts at a recent political rally.

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# Heart Attack Claims Exec. VP Joe Sacco

Joseph M. Sacco, executive vice president of the SIU for the past eight years, suffered a fatal heart attack October 19 in New York City, while attending the Greater New York Port Council dinner dance. He was 58.

"Everyone who knew Joe Sacco knows that he devoted his entire life to the union," noted his brother, SIU President Michael Sacco. "Every action he undertook was to improve the lives of the men and women who make up the Seafarers International Union."

"He truly was well-respected by everyone he knew. We will miss him immensely," President Sacco added, echoing the words of SIU members, labor officials, company representatives and politicians.

"Joe Sacco worked hard for the Seafarers," stated the union's secretary-treasurer, John Fay. "Joey was a real 'people' person. He loved being among the members. His door always was open to anyone who had a problem, concern or just wanted to stop and talk."

A native of Brooklyn, N.Y., Joe Sacco served as the executive vice president of the SIU's Atlantic, Gulf, Lakes and Inland Waters District since 1988. His responsibilities included supervising and directing all organizational and operational activities in ports located nationwide, as well as coordinating all contractual negotiations with member companies. He also supervised the political activities of the SIU.

Sacco, a veteran of the U.S. Army, was a member of the executive board of the Seafarers International Union of North America, AFL-CIO—a federation of 18 autonomous unions. He also served as vice president of the Gulf Coast region for the SIU-affiliated United Industrial Workers, which represents shoreside workers in a variety of maritime and government-related industries as well as manufacturing jobs.

He represented the SIU on the executive board of the AFL-CIO Maritime Trades Department, which is made up of 37 maritime-related unions with a combined

membership of approximately 8 million working men and women.

Prior to working in the SIU's Camp Springs, Md. headquarters, Sacco spent more than a decade as a labor official in the state of Texas. Based in Houston, he served as the SIU Gulf Coast vice president from 1980 to 1988. In that position, he oversaw operations for the union's halls in Jacksonville, Fla.; Mobile, Ala.; New Orleans and Houston. From 1976 to 1980, he worked as the union's port agent in Houston and as a patrolman from 1974 to 1976.

## Remembrance, pages 12-13

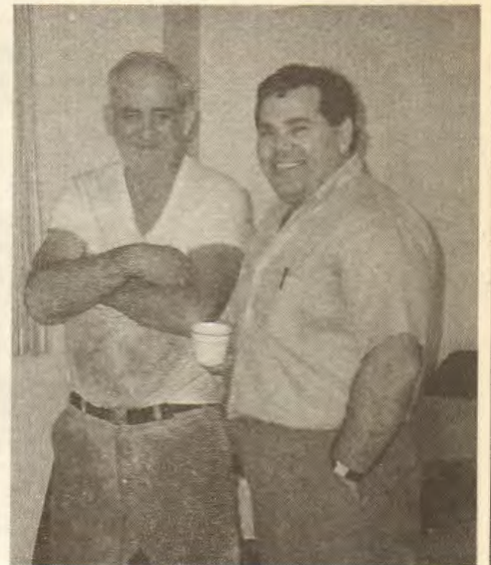
In addition to these duties, Sacco served as a vice president for the Texas State AFL-CIO from 1979 to 1989. He also was a member of the executive board for the Harris County (Texas) Central Labor Council.

From 1968 to 1973, Sacco served the union in several positions including patrolman in San Francisco and port director in Piney Point, Md. While in Piney Point, he developed the initial vocational training curriculum used by the Seafarers Harry Lundeberg School of Seamanship.

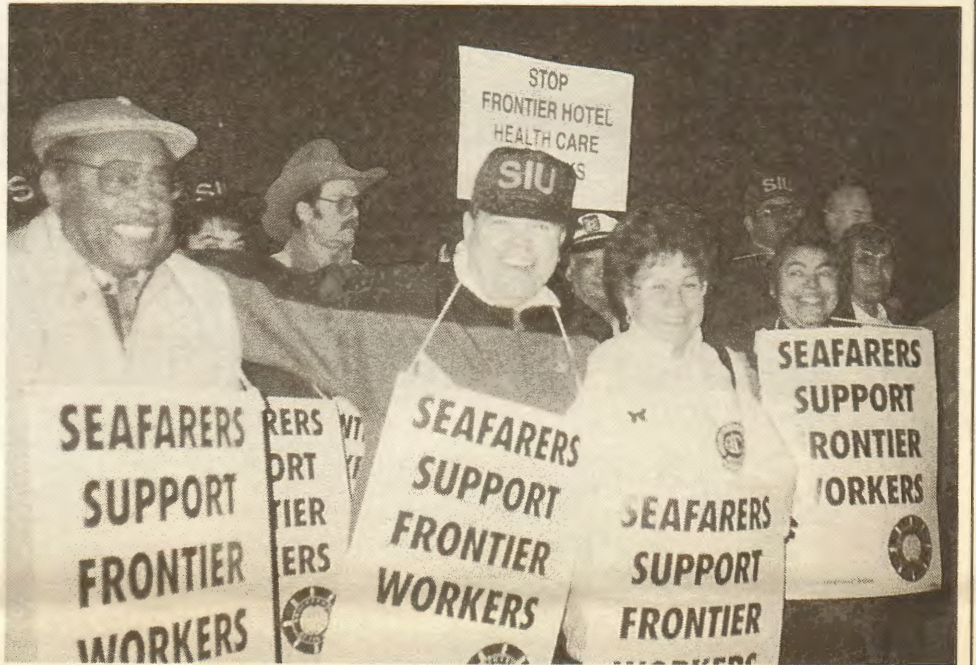
Sacco started sailing with the SIU in 1964 as a member of the deck department.

Joseph Sacco is survived by his wife, Judy; three stepchildren, Pam Goddard, Scott Mitchell and Amy Mitchell; two grandchildren; his brother, Michael; and three sisters, Marie Sacco, Ann Doruth and Ida DiCanio.

A mass of Christian burial was conducted at Jesus the Good Shepherd Church in Dunkirk, Md. on October 25. Brother Sacco was laid to rest at Lakemont Memorial Gardens in Davidsonville, Md.



Whether testifying before Congress (top left photo), meeting with Seafarers such as Bosun Henry Jones on the *Sea-Land Performance* (top right photo) or marching in support of fellow trade unionists (below), SIU Executive Vice President Joseph Sacco dedicated his life to the U.S. merchant marine and the American labor movement.



## SIU-Contracted Companies Apply for Slots in Maritime Security Program

SIU-contracted companies are among those submitting applications to the Maritime Administration (MarAd) to have their vessels included in the new Maritime Security Program.

The government program went into effect last month when President Clinton signed H.R. 1350, the

Maritime Security Act of 1996. The act, which was backed by the SIU and had overwhelming bipartisan support in Congress, calls for a 10-year, \$1 billion program to help fund approximately 50 U.S.-flag militarily useful vessels.

Immediately after the bill became Public Law 104-239 with the

president's signature on October 8, MarAd announced in the *Federal Register* the process for applying for positions within the Maritime Security Program. Completed applications should be received by the Department of Transportation agency no later than November 7. An announcement regarding what ships will be included is expected as early as December 1.

If a ship is accepted into the

program, the company that operates it agrees to make the vessel as well as its shoreside infrastructure available to the U.S. military in times of war or national emergency. The Department of Defense also would be able to use the vessel to transport cargo in times of peace.

The Maritime Security Program goes into effect as the Operating Differential Subsidy program expires. The Maritime Security Program reduces the U.S. government's annual costs by more than 50 percent as compared to the subsidy program.

MarAd Administrator Albert

Herberger noted the new law "will deregulate outdated requirements attached to previous maritime programs, will reduce the government's costs by more than half, and will help bring about a more modern and competitive maritime fleet."

"We are anxious to get on with the business of implementing this legislation. We now have in place a policy and a program to ensure that modern commercial vessels will continue to fly our flag, promote our commerce, employ skilled American seafarers and answer the call to serve our country whenever needed," Herberger added.

### Presidential Statement Concerning the Maritime Security Act Becoming Public Law 104-239

Today, I am pleased to sign into law H.R. 1350, the Maritime Security Act of 1996. This act sets the course for America's merchant marine into the 21st century.

The American flag must always sail in the sea lanes of the world. In recent years, our country has again been reminded of the critical role played by the U.S. merchant marine in protecting our interests and the security of our allies. The enactment of this legislation is the culmination of a long, bipartisan effort. It will ensure that the United States will continue to have American-flag ships crewed by loyal American-citizen merchant mariners to meet our nation's economic and seafit defense requirements.

The American merchant marine is an important component of the seafit needed by the Department of Defense. By contracting with the owners and operators of U.S.-flag commercial vessels, the government will gain access to a fleet of modern commercial ships, along with the sophisticated intermodal transportation system supporting it. The government also assures that the seafaring men and women who crew these commercial ships in peacetime will be available to crew the government's reserve ships in times of crisis.

This act extends to seafarers the same basic re-employment rights that apply to reserve members of our armed forces in time of war or national emergency. American merchant mariners have always responded to the call in times of crisis, and they deserve the assurance that their peacetime jobs will be there when they return.

The Maritime Security Act will protect American jobs and maintain a U.S. presence in international maritime trade, ensuring that vital imports and exports are delivered in both peacetime and wartime. The act reaffirms our nation's resolve to maintain a strong U.S.-flag presence on the high seas for our continued national security and economic growth.

William J. Clinton

The White House  
October 8, 1996

## Union Election Voting Starts November 1

Voting for the officers of the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District, to be conducted by secret ballot, begins November 1 and continues through December 31.

Full-book SIU members in good standing are eligible to vote in the election, which will determine union officers for the 1997-2000 term. Such members may pick up their ballots at any of 21 SIU halls throughout the country. Ballots may be obtained from 9 a.m. until noon, Monday through Saturday, except legal holidays, until December 31.

The ballot includes the list of candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents (for a total of 27 positions).

In accordance with the union's constitution, a credentials committee made up of six rank-and-file Seafarers elected by their fellow members, reviewed the nomination applications to ensure each candidate's eligibility. The committee's report was prepared August 16 (the day after the nominations period closed) and approved by the membership at the September meetings.

### Secret Ballots

The secret ballots are accompanied by envelopes marked "Ballot" as well as postage-paid envelopes bearing the address of the bank depository where the ballots are kept until submitted to the tallying committee. Each Seafarer must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing

envelope.

When the member receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.

Members who cannot travel to one of the 21 union halls during the voting period may request an absentee ballot. Such requests should be made in writing, by registered or certified mail, to the SIU's secretary-treasurer at SIU headquarters: 5201 Auth Way, Camp Springs, MD 20746. Requests for an absentee ballot should be postmarked no later than November 15.

Article XIII of the union's constitution spells out the procedures by which an election will be conducted. The entire text of Article XIII, along with a sample of the official ballot, a list of voting locations and other related information appears on pages 11-14 of the Oc-

Continued on page 5

# Jones Act Stays Intact As Congress Adjourns

The nation's freight cabotage law remained intact following the adjournment of the 104<sup>th</sup> Congress last month.

Despite bills being introduced late in the session in both the House and Senate to gut provisions of the Jones Act, neither chamber took any action on their respective measures.

The Jones Act, part of the 1920 Merchant Marine Act, states that freight moved from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels. The SIU opposes any changes in the cabotage law.

"Throughout this session of Congress, we heard reports and rumors that the Jones Act would

come under attack because so many new legislators who did not understand the importance of the measure were elected in 1994," stated Terry Turner, the union's director for government affairs.

"However, Seafarers and their families worked hard to let the members of Congress know why this country needs the Jones Act for its national and economic security.

"Thanks to that grassroots effort, the friends of the U.S.-flag fleet were able to stand together and beat back any attacks on the Jones Act," Turner added.

#### Year of Support

Throughout 1996, resolutions and statements of support for the

Jones Act came from various groups across the country.

Leading the charge for the nation's freight cabotage law was the entire membership of the House Merchant Marine Oversight Panel. In a letter to fellow members of the House, the 14 representatives on the panel, joined by five other congressmen, stated they opposed any change to the nation's cabotage laws, including the Passenger Vessel Services Act. (This measure states passengers traveling between domestic ports must be moved on U.S.-crewed, U.S.-built and U.S.-flag ships.)

"The Merchant Marine Panel's commitment to America's cabotage laws is unanimous," stated Rep. Randy "Duke" Cunningham (R-Calif.), the vice chairman of the panel, when he presented the April 15 letter. "We will continue to oppose any changes to these important laws."

#### Flag Officers Weigh In

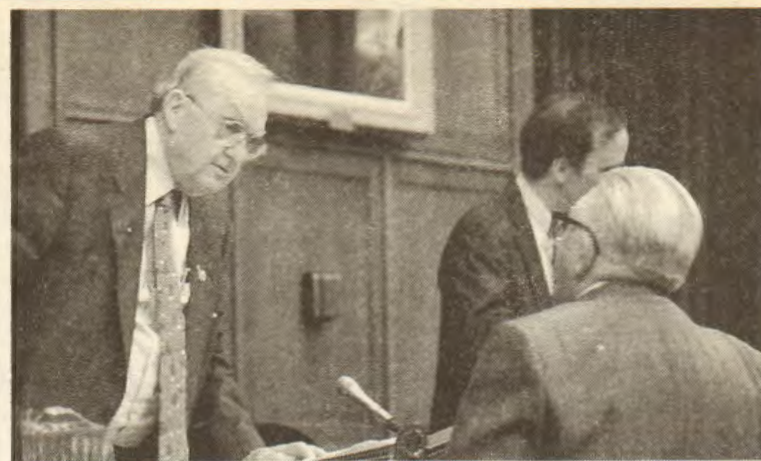
A month later, a group of 71 retired U.S. Navy flag officers blasted the introduction of a bill in the Senate to plunder the Jones Act.

Speaking on behalf of the organization, known as the American Security Council, retired Navy Reserve Rear Admiral Robert H. Spiro Jr. said, "The U.S.-ownership requirement contained in the Jones Act is essential because during national emergencies the domestic fleet of merchant vessels is called upon to transport troops and materials in support of our military operations."

#### Subcommittee Hearing

In June, the House Coast Guard and Maritime Transportation Subcommittee heard from one witness after another on the importance of the Jones Act during a day-long hearing.

"The coastwise laws of the United States, and similar cabotage laws applicable to U.S. aviation, rail and trucking industries, are essential to ensuring the safety, reliability and efficiency of our domestic transportation system and, as such, are vital to our national defense and economic security," Philip Grill, chairman of the Maritime Cabotage Task Force, told the subcommittee.



Rep. Howard Coble (R-N.C.) (left) and SIU Pensioner Bill Drew discuss how the Jones Act affects America's economic and national security during a congressional hearing earlier this year.



Captain Chris Lupton makes a point during a North Carolina meeting of grassroots supporters of the Jones Act.



Terry Turner, the SIU's director for government affairs, testifies in June in support of America's freight cabotage law.

## Seafarer Dukehart Appointed to USCG's Merchant Marine Personnel Committee

Seafarer David Dukehart recently was appointed by U.S. Secretary of Transportation Federico Peña to the U.S. Coast Guard's Merchant Marine Personnel Advisory Committee (MER-PAC).

Dukehart, who sails as a QMED-electrician, is the only unlicensed mariner on the 19-member panel, whose purpose is to advise Peña (via the Coast Guard commandant) on matters relating to the training, qualification, licensing, certification and physical fitness of individuals serving in the U.S. merchant marine.

The rest of MERPAC includes licensed mariners, maritime instructors and other representatives of marine training institutes, Coast Guard officials and administrators from shipping companies. The group meets periodically and covers a wide range of topics relevant to training and certification for U.S. seafarers.

"With all the rules that are going to be implemented, if the Coast Guard just got its information from the companies, the mariners may be left out," Dukehart said in explaining why he was interested in serving on the committee. "I'm hoping to give some input from the unlicensed seafarer's point of view."

Dukehart, a 1972 graduate of the Harry Lundeberg School, attended the most recent MERPAC meeting, September 26-27 at Coast Guard headquarters in Washington, DC. The next meeting probably will take place in February or March 1997.

"It was refreshing to see an active, unlicensed mariner participate and provide the committee with facts—what really take place out there, and how these regulations affect their lives," stated Bill Eglinton, director of vocational education at the Paul Hall Center in Piney Point, Md. and a MERPAC member since January 1995.

During the September meeting, participants covered such subjects



SIU member Dave Dukehart (right) prepares to be sworn in as a member of a Coast Guard advisory committee by Coast Guard Admiral James Card.

as simulator training, the International Safety Management Code (ISM), recently implemented regulations affecting tankerman qualifications and more. They also reviewed recent reports generated by other Coast Guard committees, including one from the Towing Vessel Safety Advisory Committee (TSAC), which focuses on the nation's inland waterways.

But the main focus of the recent MERPAC meeting was the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners. The international treaty already has had a significant impact on training and certification requirements for U.S. mariners, and its breadth will expand in the months and years ahead.

"That's a perfect example of why I wanted to serve," noted Dukehart, a frequent upgrader who most recently sailed aboard the *Cape Wrath*. "It's important that as final rules are issued that will become Coast Guard regulations (in compliance with STCW), they've had enough input to make it work for everyone across the board," added the Florida resident.

(The task force, of which the SIU is a member, is a pro-Jones Act coalition of more than 400 maritime and transportation-related organizations.)

Three Seafarers and their family members traveled from North Carolina to attend the hearing and met with elected officials from the state to seek their support for the Jones Act.

Throughout the summer and fall, the grassroots effort spread as local committees formed in Hawaii, Alaska, North Carolina and Puerto Rico to support the Jones Act.

#### Favorable Resolution

While a House bill to attack the Jones Act was introduced in August as Congress left Washington for the month, the Navy League, which has 71,000 members, announced its support for the cabotage law.

"The Navy League urges support of the Jones Act, which is critical to U.S. national security and America's economic well-being," read a resolution passed

during the group's convention in September. "The Jones Act is critical to maintaining a viable maritime industrial base and a reliable pool of maritime manpower."

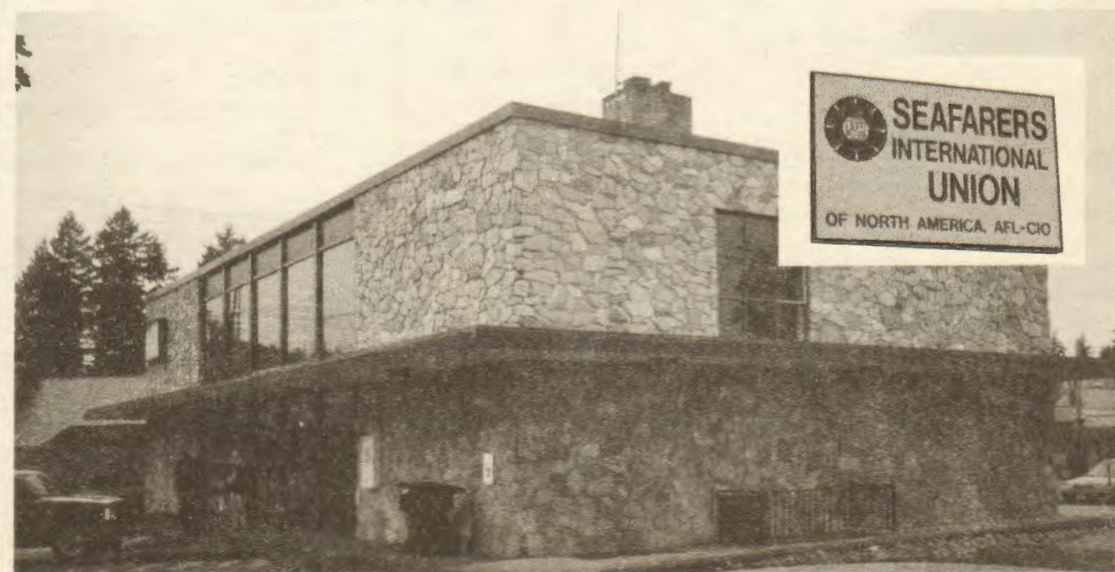
#### Ready for Next Congress

Despite the lack of progress on either of the anti-Jones Act bills, the law's supporters are prepared to work just as hard for the measure when a new Congress reports to Washington next January.

Grill noted that the ever-changing political climate could allow legislators who have openly denounced the Jones Act to become chairmen of important panels, subcommittees or full committees. He also pointed out "influential trade associations could join the fight against the Jones Act."

The SIU's Turner added, "Although we may have won this round in Congress, the fight will continue. We will remain on watch for any attacks against the Jones Act and other laws affecting the U.S.-flag fleet."

## New Tacoma, Wash. SIU Hall Open



Located at 3411 South Union Ave., the new Tacoma, Wash. SIU hall is ready to serve Seafarers in the Seattle-Tacoma area. SIU members waiting for a job call will particularly like some of the amenities of the facility, including the full kitchen (with stove, refrigerator and microwave oven) as well as the large TV room.

# Union Seeks 3-Watch System in USCG Inland Regs

Making the inland waterways safer was the primary concern expressed in the union's response to the U.S. Coast Guard's call for comments to proposed rules in the wake of a 1993 tugboat/bridge accident that claimed 47 lives.

One key recommendation made by the SIU was the need for a three-watch system on vessels embarking on voyages of less than 600 miles. Another important exhortation by the union explained the need for documentation of all personnel employed on inland vessels.

The SIU made these and other recommendations in response to the agency's notice of proposed rule making for licensing and manning for officers of towing vessels.

## Need for Safety

According to existing law, boatmen may work up to 12 hours a day on the inland waterways. However, there are instances when this rule is stretched, which concerns the union.

The SIU said the rule proposed by the Coast Guard "does not address a critical aspect of the towing industry—the proper amount of watchstanders and reliefs required to assure the safe and efficient operation of towing vessels."

"We recommend that the Coast Guard revisit 46 USC 8104(g) and require towing vessels on voyages less than 600 miles to set a three-watch rotation, adding a licensed and unlicensed seaman to the crew," stated SIU Executive Vice President Joseph Sacco in a letter dated October 16.

## Fatigue Concerns

The union noted the additional crewmembers provided by a third watch would give a vessel's

master the opportunity to deal with any operational or practical concerns with regard to maintaining enforced rest requirements.

"Fire response, a fouled tow, heavy-weather anchoring or helicopter operations are examples of emergency evolutions that, while not necessarily life threatening, may quickly become manpower intensive," Sacco pointed out.

"Fatigue in towing operations is universal since, generally speaking, the primary criteria for the management of a tow is often a cargo delivery requirement established by contract. Scheduling and change of delivery details often supersede safety criteria on deck, and almost always require the use of a seaman for over-extended duty hours," added the union.

However, should the Coast Guard decide to stay with the two-watch, 12-hour day, the union recommended that the rule be better enforced.

## Inland Documentation

Regarding the need that all personnel be required to carry a merchant mariner's document (also known as a z-card), the SIU stated this would be another step toward increasing safety on the inland waterways.

In order to obtain a document, a mariner must submit to a drug test, a criminal background check and a driving record review for any drunk-driving or controlled-substance violations, among other things.

The SIU has been pushing for the documentation of all boatmen.

During a hearing on inland safety conducted by the House Coast Guard and Navigation Subcommittee on September 8, 1993,

Sacco told the legislators, "Given the nature of the product carried, the large population centers on the rivers' paths and the unpredictability of the rivers themselves, it is ludicrous that within this large segment of waterborne transportation, there are personnel in the industry who are not required by law to meet minimal criteria similar to that required of deep sea personnel."

Later that same month, the tug *Mauvilla*, pushing six barges,

struck a railroad bridge north of Mobile, Ala. The accident misaligned the rails, causing Amtrak's Sunset Limited to jump the track and plummet into Big Bayou Canot, killing 47 people. This disaster raised new concerns about conditions on the inland waterways.

The SIU also addressed other provisions found in the proposed Coast Guard rules for towing vessels.

The union supported the rules'

call for classroom, hands-on and field training for licensing boatmen as well as for license renewals; creation of an apprentice mate as an entry-level training position for licensed work; and stronger towing company responsibilities.

The Coast Guard will review the union's recommendations as well as the others the federal agency receives before issuing at a later date its final rules on the licensing and manning for officers of towing vessels.

## Hall Center's Towboat Industry Group Focuses on Future Training Needs

Representatives from SIU-contracted inland companies, union officials and Lundeberg School instructors met October 2-3 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for the semi-annual Inland Advisory Board Subcommittee meeting.

The conference represents part of an ongoing effort both to fine-tune the Lundeberg School's curriculum for inland boatmen and maintain a constructive dialogue regarding other aspects of the industry.

Among the topics covered during the two-day session were the industry's training needs and the courses available for boatmen at the Lundeberg School.

"We have an excellent team of experts at this school putting classes together to help our members and you in the industry to meet future regulations," SIU President Michael Sacco said while opening the meeting.

"We are looking forward to working together to keep the inland industry well and alive. . . . It is very important to train our people before regulations come into effect. With that in mind, the SIU strives to be the leader in maritime education and training, and we are constantly changing with the industry," Sacco added.

The inland group also discussed the passage of the Maritime Security Act and efforts to combat attacks on the Jones Act. In addition, the subcommittee addressed the potential impact that the STCW convention may have on the training and education of U.S. boatmen.

Another important focus of last month's meeting was to discuss and form opinion on the U.S. Coast Guard's notice of proposed rule making on the licensing and manning for officers of towing vessels. The comments developed by the group were submitted to the Coast Guard for consideration in finalizing new laws governing the inland towboat industry.

The subcommittee is part of the Inland Towboat Advisory Board, a volunteer group formed by the Paul Hall Center. The main mission of the board is to make recommendations regarding the Lundeberg School's curriculum for the inland industry.

## Specialized Courses

Bill Eglinton, director of vocational education at the center, noted that during the past year, the Lundeberg School has provided special courses for hundreds of inland members who are employed by the companies represented at the subcommittee meeting.

"We design our classes with careful consideration of each company's unique needs and of members' work schedules," Eglinton explained. "If you can't come to us, we will come to you and provide on-site training for your employees. Just communicate with us about your needs and we will do whatever possible to help you," he added.

In fact, Lundeberg instructors Mark Jones and Casey Taylor recently returned from Puerto Rico, where they conducted a hazardous materials course for Crowley. Jones described the course to the subcommittee and discussed the number of tailor-made courses that the center has put together for various companies over the last few years.

While emphasizing flexibility, instructors presented outlines of existing classes available at the school to the inland industry. They answered questions and exchanged ideas with the company representatives in attendance regarding scheduling, class size, course content and more.

## STCW Requirements

Eglinton reviewed the International Convention on Standards of Training, Certification and Watchkeeping (STCW) with the inland group. The STCW is an international agreement with nearly 100 signatory nations, including the U.S.

The pact sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide. Eglinton cautioned the group, however, that although the treaty focuses on mariners who sail in international waters, it will also affect boatmen if the Coast Guard adopts regulations for training similar to those spelled out in the STCW.

Phil Peak, who is working with the Lundeberg School in developing a full curriculum to meet STCW requirements, noted the school already is conducting a number of courses that comply with the STCW convention. Moreover, while the STCW agreement calls for the practical demonstration of skills as part of testing for a rating or endorsement, the school has focused on skills-based training for many years, and all of the courses offered at the Paul Hall Center include hands-on training.

Companies represented at the meeting included Orgulf, Dixie Carriers/Kirby Corp., Penn Maritime, Crowley Marine Services and Express Marine.

## SIU Elections Begin Nov. 1

Continued from page 3

tober 1996 issue of the *Seafarers LOG*.

Moreover, a notice of the election was mailed in September to all members at their last known address, with a list of all voting locations as well as a sample of the official ballot.

## Vote for All Positions

The untimely death of SIU Executive Vice President Joseph Sacco will not affect the balloting procedures.

Members should vote for all positions listed on the ballot.

A rank-and-file tallying committee (consisting of two members elected from each of the union's constitutional ports) will be elected in December. They will convene as the tallying committee in early January 1997, when they will tabulate the election results.

The position of executive vice president will be filled in accordance with provisions found in the SIU constitution sometime after the election results become official.

## VOTING LOCATIONS

Baltimore . . . . .	1216 E. Baltimore St., Baltimore, MD 21202
Detroit-Algonac . . . . .	520 St. Clair River Dr., Algonac, MI 48001
Duluth . . . . .	705 Medical Arts Building, Duluth, MN 55802
Ft. Lauderdale . . . . .	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
Honolulu . . . . .	606 Kalihi St., Honolulu, HI 96819
Houston . . . . .	1221 Pierce St., Houston, TX 77002
Jacksonville . . . . .	3315 Liberty St., Jacksonville, FL 32206
Jersey City . . . . .	99 Montgomery St., Jersey City, NJ 07302
Lake Charles . . . . .	Suite 204, Prien Village Office Park, 710 West End Prien Lake Rd., Lake Charles, LA 70601
Mobile . . . . .	1640 Dauphin Island Parkway, Mobile, AL 36605
New Bedford . . . . .	48 Union St., New Bedford, MA 02740
New Orleans . . . . .	630 Jackson Ave., New Orleans, LA 70130
New York . . . . .	635 Fourth Ave., Brooklyn, NY 11232
Norfolk . . . . .	115 Third St., Norfolk, VA 23510
Philadelphia . . . . .	2604 South Fourth St., Philadelphia, PA 19148
Piney Point . . . . .	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
Puerto Rico . . . . .	1057 Fernandez Juncos Ave., Santurce, PR 00907
San Francisco . . . . .	350 Fremont St., San Francisco, CA 94105
St. Louis . . . . .	4581 Gravois Ave., St. Louis, MO 63116
Tacoma . . . . .	3411 South Union St., Tacoma, WA 98409
Wilmington . . . . .	510 North Broad Ave., Wilmington, CA 90744

## Good News from Puerto Rico



Seafarers welcome the news that the bargaining unit at the SIU-contracted Marine Ocean Engineering Department (MOE) of Lockheed Martin Services, Inc. in Fajardo, P.R. recently expanded following a ruling by the National Labor Relations Board. That victory was one of several topics discussed during a recent meeting of SIU members employed at Lockheed Martin. Among those pictured following the meeting are Angel Acosta, Jose Lopez, Carlos Figueroa, Rich Rhinehart, Billy Evans, Filo Agosto, Harry Wessel, Robert Flores, Victor Gutierrez, Tom Jones, David Lopez, Peter Torrens, Robert Candelario and Amancio Crespo. The MOE workers maintain and operate several types of vessels used to support the Atlantic Weapons Training Facility at the U.S. Naval Station Roosevelt Roads.

# Global Sentinel Crew Helps Unite the World

International communications took a giant leap forward in August when the SIU-crewed *Global Sentinel* completed the northern portion of a fiber-optic cable-laying operation, known as TPC-5.

This \$1.2 billion, 4-year project involved the positioning of 14,000 miles of undersea cable stretching from California to Oregon, across the Pacific Ocean to Japan, then returning to California via Guam and Hawaii.

"The fiber-optic cable is about the size of a household garden hose," explained Shawn "Fuji" Fujiwara, chief cook aboard the vessel, who sent a summary of the project to the *Seafarers LOG* as well as the accompanying photos. He noted that the cable has six fiber-optic strands, each the size of a human hair. Each strand can simultaneously transmit 300,000 phone calls and other electronic signals, including television broadcasts, when it goes on-line sometime next month.

From its home port in Seattle, the Transoceanic cable ship *Global Sentinel* first made a 6,200 mile, 21-day trip in May to Newington, N.H. to load 6,000 kilometers (about 3,800 miles) of cable required for the TPC-5 operation. The ship then returned to the West Coast city of San Luis Obispo, Calif. and spliced into the southern portion of TPC-5. More than 1,000 kilometers of cable were then laid up the coast to Coos Bay, Ore., where the cable was brought ashore to AT&T's Bandon Land Station. From there, 2,540 kilometers of additional cable were laid across the Pacific, to be joined with

another cable laid last year by KDD, a Japanese telecommunications company and one of the many partners in this multinational project.

According to Fujiwara, the crew of the *Global Sentinel* used a special device to drag more than 15,000 feet to the bottom of the ocean floor to retrieve the other end of the cable and bring it on-board to be spliced. "It took 15 hours to reach the bottom and drag for the cable," Fujiwara stated, "but the crew got the cable on the first pass."

Splicing the two ends of the cable and testing it took an additional 18 hours, after which the cable was released to the bottom of the ocean. The crew, having finished the job two days ahead of schedule, set sail back to Seattle where they received high praise from AT&T officials for a job well done.

Keeping the crew well fed and in good spirits was the task of the cable ship's steward department under the leadership of Chief Steward Robert L. Easley, Chief Cook Fujiwara and Cook/Bakers Jeff Smith and Jessy Asung. While they prepared meals four times a day for 100 very hungry people, the steward assistants kept the vessel in spotless condition.

Seafarers have crewed Transoceanic Cable Ship vessels since the early 1960s, helping to lay telecommunication cables for AT&T, Transoceanic Cable Ship's parent company. AT&T's fleet includes five cable ships: the *Global Sentinel*, *Global Link*, *Global Mariner*, *Long Lines* and *Charles L. Brown*.



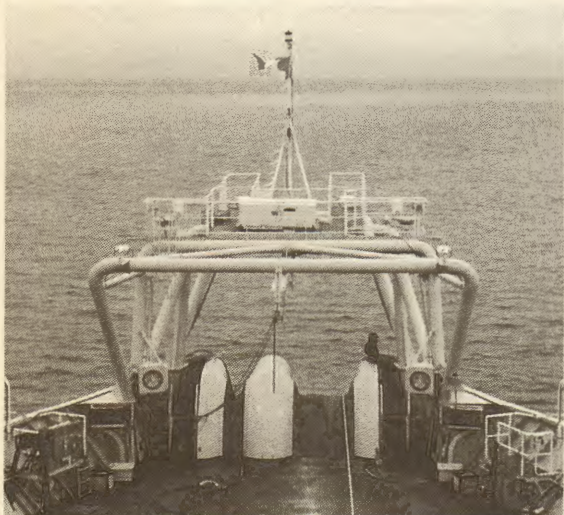
East meets West: The cables from Japan and the United States are spliced together. Joining the hair-thin fibers aboard the cable ship are a transmission technician (left) and Splicer/Joiner August G. Awong.



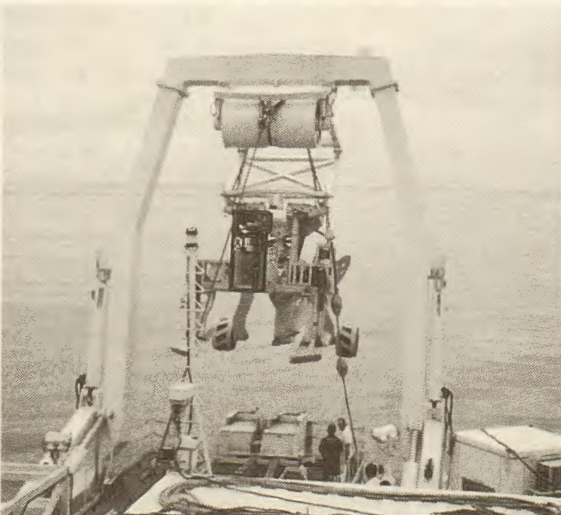
Off the coast of Oregon, a tug straightens a cable. Behind the clouds on a high bluff is AT&T's Bandon Land Station.



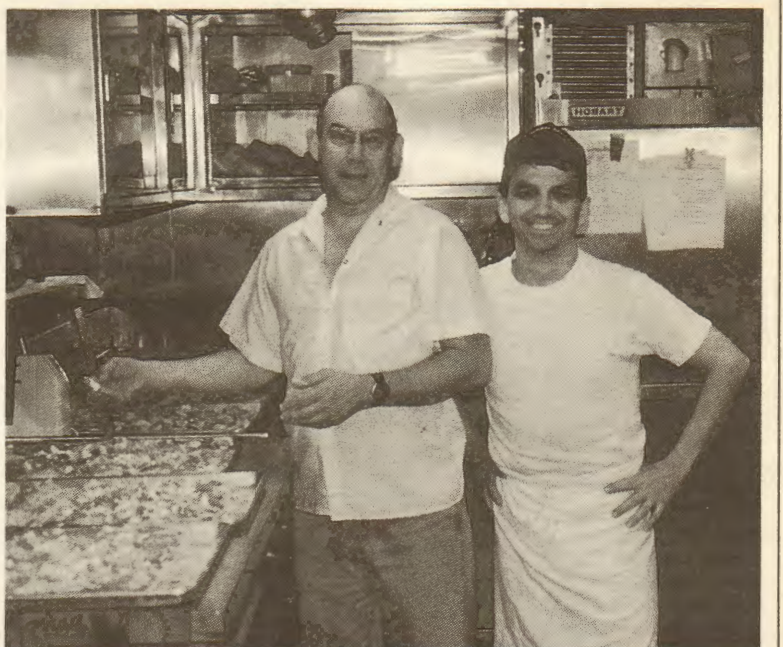
Breakfast is ready to be served by (from left) Chief Cook Shawn "Fuji" Fujiwara, Cook/Baker Jeff Smith, Chief Steward Robert Easley and Cook/Baker Jessy Asung.



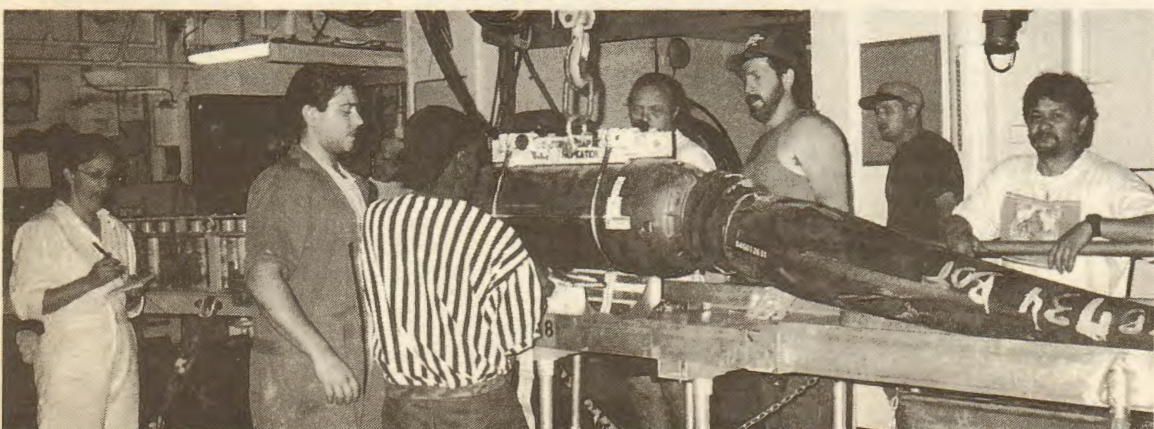
The ship displays the No. 1 flag, meaning the crew retrieved a cable from the ocean floor on the first pass.



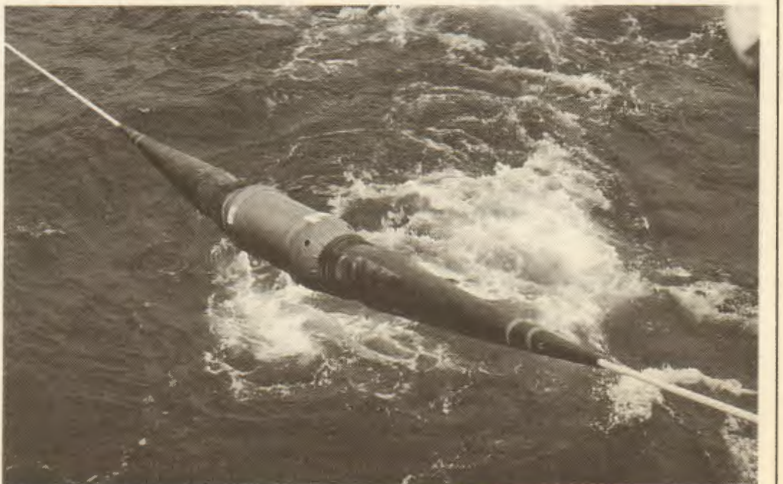
The sea plow is used to bury cable up to a meter below the seabed.



Chief Steward Robert Easley (left) and Chief Cook Shawn "Fuji" Fujiwara helped the crew celebrate the early completion of the TPC-5 project with a pizza and fried chicken feast. More than 30 large pizza were consumed by the personnel aboard the SIU-crewed ship.



The deck gang aboard the cable ship prepares a repeater (a signal intensifier) for launching. Each of the repeaters weighs 1,000 pounds.



One of 87 repeaters used in the project is released into the ocean from the stern of the *Global Sentinel*.

# ITF Secures \$110,000 in Back Pay for Frightened Crew

## Runaway-Flag Ship Strewn with Health and Safety Deficiencies

Swift intervention by SIU International Transport Workers Federation (ITF) Inspector Edd Morris gained 13 exploited Burmese mariners \$110,000 in back wages earlier this year.

Morris began helping the crew of the runaway-flag *Berga Falcon* shortly after they contacted the London office of the ITF on August 2. The ITF inspector quickly learned that by the time the Greek-owned, Panamanian-flag ship docked at the Domino Sugar terminal in the port of Baltimore in early August, most of the ship's crewmembers literally feared for their lives.

They had no money, little food, dirty water, inadequate ventilation, broken tools and no safety gear or medicine. Additionally, the vessel had more than a dozen serious equipment deficiencies.

"When we signed on the vessel in Immingham, U.K. in May, we signed an agreement of ITF standard wages in the presence of ITF inspectors. However, we have never received this ITF standard salary," the crew wrote.

"Our vessel is absolutely unseaworthy. We don't want to sail the next voyage due to the fear of loss of life at sea. If possible, please send surveyor on board to check everything, especially engine room," wrote the *Berga Falcon* crew.

According to Morris, who met with the mariners in Baltimore, they were hesitant to discuss their problems, even though they had contacted the ITF.

"It took a lot of courage for the Burmese crewmembers to even come forward. This government has a reputation of severely punishing seamen who reveal mistreatment and unsuitable conditions aboard ship. They exploit their seamen by renting them out to foreign-flag companies to make money," Morris explained.

"In fact, if the Burmese seamen complain or report mistreatment to anyone in authority, typically they are thrown off the ship and sent home to face their fate. The Burmese government has been known to jail, beat and blacklist seamen who talk. They also will take all of their earnings. It is a very, very horrible situation," he added.

### Unsuitable Living

When Morris boarded the vessel on August 4, he found the crewmembers living in "unsafe, miserable conditions. They had no fresh water for bathing—which they were only allowed to do once a week—or for drinking. There had been no air conditioning for more than a year and the crew was living in stifling heat. There were



Burmese crewmembers from the runaway-flag ship *Berga Falcon* thank Edd Morris, one of the SIU's ITF inspectors (standing, third from right), for securing their back wages after the ship docked in Baltimore.

so many problems with the engine room I am surprised the ship could even sail. There was no food on board except eggs and rice. They were living and being treated like animals and they were deathly afraid," Morris explained.

After several clandestine meetings with Morris, 16 of the 17 crewmembers filed a lawsuit for wages owed to them. Once the lawsuit became known, the captain, superintendent and the maritime agency in Burma which got them their jobs aboard the *Berga Falcon* threatened and verbally abused the crewmembers.

Three of the crew decided to drop their complaints. They were discharged and sent home, along with the person who originally had not joined the suit.

Morris continued meeting with the other crewmembers, and the ship was arrested by U.S. marshals on August 13.

But even the arrest was not without incident. When the captain discovered that U.S. marshals were en route to make the arrest, he attempted to sail out of port without tugs or a pilot and was even planning to cut the mooring lines that the line-handlers refused to cast off for him, according to Morris.

Following the arrest, the 13 Burmese crewmembers who stuck by the lawsuit were moved into a local hotel by the company until an agreement could be reached on their wages.

While Morris worked to secure the back wages and make the ship habitable, harassment of the Burmese men by their government continued.

"The company was meeting with members of their families in Burma and detailing what would happen to their loved one should the lawsuit continue. Their wives and mothers called them in Baltimore and begged them never to come home (for the crewmembers' own safety)," Morris said.

After several weeks of negotiating, Morris was able to

secure \$110,000 in back wages, which included transportation costs home.

However, Morris noted most of the Burmese seamen may never return to their native country due to the fear of punishment.

"This was a big win for the ITF in that we did something significant for Burmese seamen and they did something for themselves after many years of exploitation. In addition, we further developed a network to assist Burmese

seamen in the ITF system," Morris said. "However, it is despicable that their own government would bully them into not returning home."

The inspector noted that this was not the first time that the owner of the vessel, Kapelco Maritime Service LTD of Piraeus, Greece, exploited and manipulated seafarers from an economically depressed country. Just before the group of Burmese seamen signed on the *Berga Fal-*

*con*, a group of Russians aboard another of the company's vessels fought for and won back wages with the assistance of the ITF. With this second violation of the ITF contract, inspectors worldwide will closely monitor the company's actions and ship-board standards, Morris added.

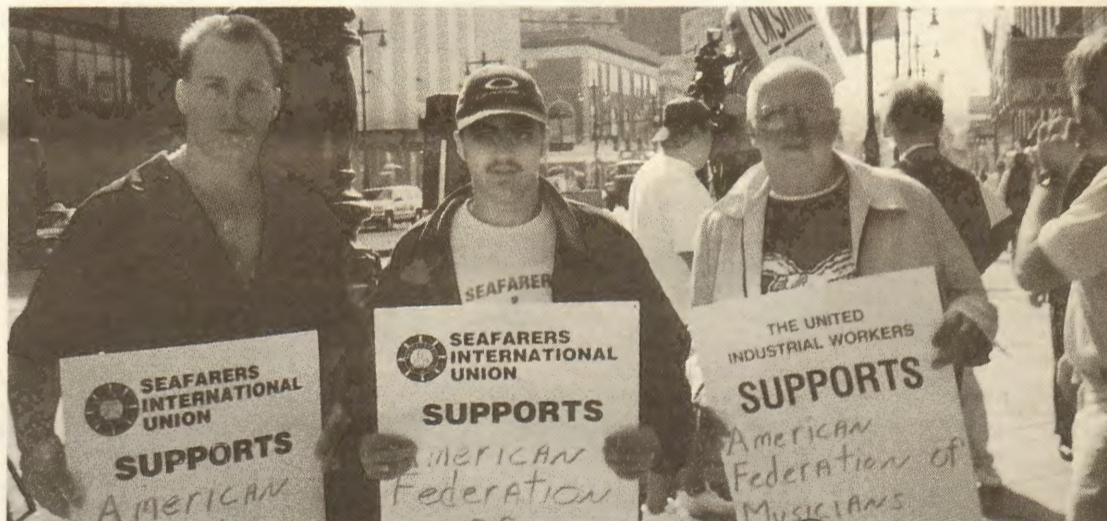
The ITF represents approximately 10 million transportation employees from more than 400 trade unions worldwide, including the SIU.

One of the primary endeavors of the Seafarers Section of the ITF, of which SIU Secretary-Treasurer John Fay is chairman, is to end the scandal of runaway-flag shipping. To that end, ITF inspectors all over the world assist the crews of such vessels and work to ensure that the shipowners are held accountable.

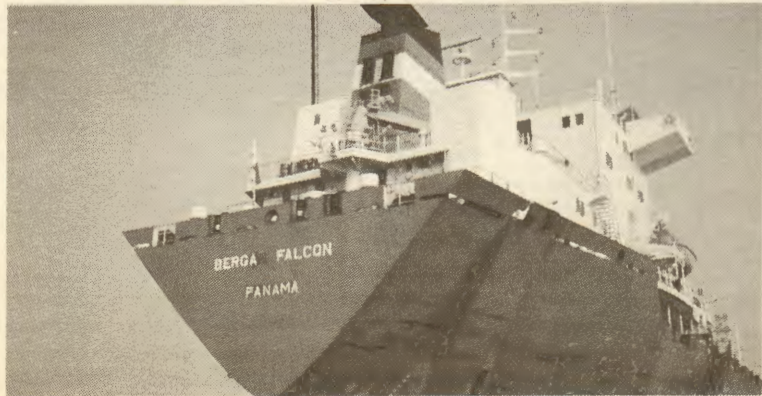
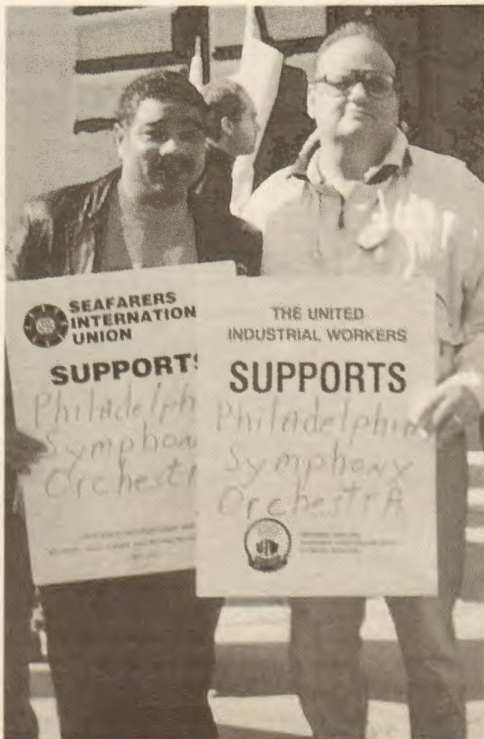
Because the ITF recognizes that completely eliminating runaways will not happen overnight, one of its immediate goals is bringing such vessels under ITF contract. The drive has been successful, as more than 4,000 ships now are covered by ITF agreements.

By signing on with the ITF, the mariners aboard runaway-flag ships at least have some recourse against the shipowners. And they are protected by a written contract that establishes wage rates meeting international standards, as well as many other benefits.

## SIU Supports Striking Symphony



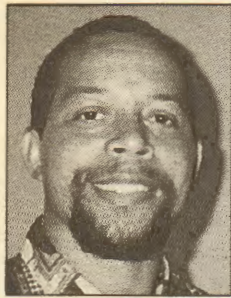
Philadelphia-area Seafarers last month demonstrated in support of striking members of the world-famous Philadelphia Orchestra, who belong to Local 77 of the American Federation of Musicians. The 105 orchestra members have been on strike since September 15 because of management proposals for massive cuts in medical benefits, a decrease in wages and an unwillingness to help the symphony secure recording and broadcast contracts (which substantially impact the musicians' wages). Top photo, from left: SIU Patrolman Joe Mieluchowski, DEU Dave Heindel Jr. and Retiree Frank B. Smith line up in support of the strikers. Pictured below left (from the left) are Recertified Steward Andrew Austin and OS Bill Johnstone. Below right, an orchestra member provides entertainment as a way of thanking those who demonstrated with the strikers.



The crew of the Greek-owned, Panamanian-flag *Berga Falcon* was afraid to continue sailing due to the myriad safety problems on the ship.

# Inquiring Seafarer

**Question: What was your first ship and what do you remember about it?**  
(Asked of Seafarers at the SIU hall in Norfolk, Va.)



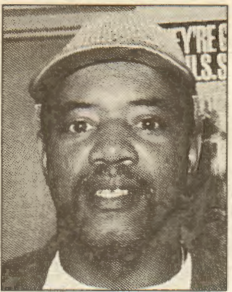
**Ronald Hall, Chief Cook** — "It was the *Cove Spirit*, a tanker, in 1980. That was a fun ship. I was new to the industry and eager to go to sea. We went from Norfolk to Maine to Long Beach, California via Panama. I sailed as a messman. The older crewmembers taught me a lot, and now I try to teach others coming into the industry."

**Louis Anderson, Fireman/Water-tender** — "The *Erna Elizabeth*, out of New York in 1972. It was a tanker, and I had the 8-to-12 watch. We went to India and we were gone for six months. We were doing unrep (underway replenishment) on different Navy ships. . . . I liked it. I was 17 years old."



**Larry Combs, AB** — "My first ship was the *Alcoa Puritan* in 1955. I was 16 years old and sailed as an OS. We made a trip to the Caribbean and I saw things I never knew existed. We took general cargo down from Norfolk, then brought sugar and phosphate back. . . . I fell in love with it, and I've never done anything else except two years I spent in the Army."

**Craig Amison, AB** — "I caught my first SIU ship in 1967, when I was 19. I sailed as an OS on a chemical tanker out of Philadelphia, a Dow Chemical ship. I was all excited, because it was like a wish had come true. I



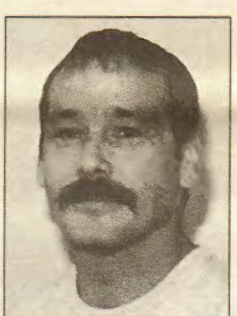
wanted to be a seaman and here was the opportunity. I remember I was treated well, a lot of people showed me what I needed to do. Six months later, I upgraded to AB at the Harry Lundeberg School."



**Max Simerly, Retired Chief Pumpman** — "It was the *USNS Mascoma*. We were getting ready for the Bay of Pigs, in the early 1960s. We were carrying fresh water out of Texas because Mr. Castro had shut the water off at Guantanamo. We made one trip, then cleaned the tanks. It was a tough and dangerous job, that's about all you can say."

**Tony DeBoissiere, Retired Bosun** —

"The *John S. Hawthorn*, a grain ship out of Boston in 1945. I was third cook. We went to Naples carrying grain, the first ship to take grain there after the war. It was a beautiful trip. By coincidence, my brother Charlie and my twin, Herbert, were in the same port on different ships. The pay was low, but the crew were all pros, from the captain down."



**Charlie Parks, Bosun** — "The *SS Merrimac*, an OMI ship. I thought, what am I getting into, here? It was an old rust-bucket filled with salty guys. I caught the ship in Wisconsin and carried grain to Tacoma. We went through the

St. Lawrence Seaway. I thought every ship would be like that, with three guys to a room. But everybody tried to help you. It was an exciting trip."

## Maritime Briefs

### Lakes' Icebreaker Mackinaw Approved for Modernization

The largest icebreaker on the Great Lakes, the *Mackinaw*, will continue operating, thanks to a provision contained in the recently passed Coast Guard Authorization Act.

The measure directs the U.S. Coast Guard to develop plans and a cost estimate for the re-engineering and modification of the *Mackinaw* by May 1, 1997.

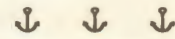
The 290-foot cutter was built in 1944 and has been very active in keeping the iron ore trade going at the end of each navigational season.

Despite its importance to Great Lakes shipping, the *Mackinaw* had been slated for decommissioning by the Coast Guard in May 1994. However, the brutal winter of 1993-94 changed the minds of agency officials.

In late 1993, massive ice formations, snow and winds caused significant delays and end-of-the-season cancellations. Additionally, sailing was hampered by continued harsh weather in March 1994, which required convoys across Lake Superior, something not seen in decades.

Although many Great Lakes vessels have hulls strengthened to cut through lesser amounts of ice, only the *Mackinaw* is capable of reliably opening tracks in ice fields which can be more than four feet thick and dotted with windrows. (Windrows are slabs of broken ice piled on top of one another by the wind and can be greater than 10 feet thick.)

When the Coast Guard presents its plan and cost for modernization of the *Mackinaw*, Congress must approve and appropriate funds. It is anticipated that if appropriations are forthcoming in 1997, the icebreaker could enter the shipyard for modernization in the spring of 1998.



### Coast Guard Establishing Ballast Water Exchange Guidelines

The U.S. Coast Guard is in the process of establishing voluntary guidelines urging vessels to exchange ballast water prior to entering U.S. ports.

The National Invasive Species Act (H.R. 4283), which was signed into law by President Clinton last month, calls on the Coast Guard to issue voluntary guidelines to prevent the spread of nonindigenous species (such as the zebra mussel) into U.S. waters by having vessels release or exchange ballast water outside of U.S. territorial waters after sailing abroad.

The Coast Guard has one year to develop and announce the guidelines.

The regulations are to apply to all vessels with ballast water tanks that operate in U.S. waters after sailing outside the exclusive U.S. economic zone. However, the guidelines will take into consideration the safety of each vessel, crew and passengers.

Under the new program, vessels are to exchange ballast water beyond the economic zone and in other areas where the ballast does not pose a threat of infestation or spread of nonindigenous species in U.S. waters. Ships may also use an environmentally sound alternative ballast water management method if it is determined that such a method is as effective as ballast water exchange.

At the urging of the maritime industry, the act explicitly gives sole discretion over safety to a ship's master. If the master determines it would be unsafe to exchange ballast water (i.e. stormy seas), the vessel would be permitted to proceed into port. A ship will not be penalized for not exchanging ballast water and will not be prevented from doing so while in port if there is a valid reason for not having discharged at sea.

Vessels are to keep records, which are subject to inspection, in order to determine compliance. The Coast Guard is required to give equal treatment to U.S.-flag and foreign-flag vessels in monitoring compliance with the guidelines.

Two years after the issuance of guidelines, and after consultation with interested and affected parties, the secretary of transportation must issue a report to Congress on compliance with the national guidelines; the extent to which the safety exemption is used; and the effectiveness of the guidelines in preventing new introductions of exotic species.

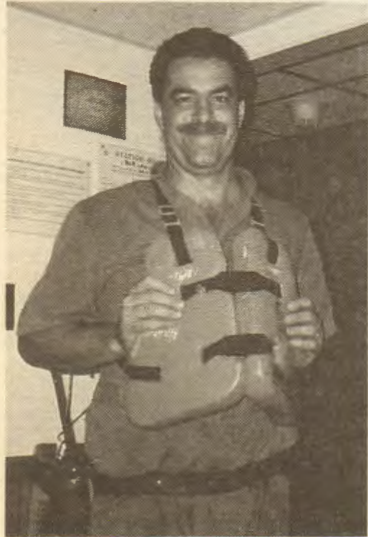
The Coast Guard will have authority to issue the guidelines as regulations in areas where there has been poor compliance or where spread of nonindigenous species is occurring.

# Orgulf Boatmen Ply Midwestern Waters

## Tug Labdon Exemplifies Active Agenda

Seafarers aboard the Orgulf tugboat *Bob Labdon* maintain a busy 30-day schedule plying the waters of the Mississippi, Illinois and Ohio rivers.

The *Labdon*, one of 22 boats operated by Cincinnati-based Orgulf, pushes barges carrying various shipments including coal, grain, steel, mulch, scrap and other dry cargoes. The SIU-



Taking a short break to attend the meeting is Utilityman David Honey.

crewed boat can push as many as 15 barges at once, with each barge holding as much as 1,500 tons of cargo.

Seafarers sail as lead deckhands, deckhands, utility people and cooks aboard the *Labdon* and the other Orgulf vessels. "Moore's Landing is the only lengthy stop in their schedules," notes SIU Representative Becky Sleeper, who provided the photos accompanying this article.

Moore's Landing is a small inlet on the Mississippi River located near Wyatt, Mo. It is the region's busiest water terminal, and Orgulf uses it as its transfer area for upper and lower river tugs and barges.

The Mississippi River becomes wider south of Moore's Landing, so Orgulf operates larger tugs on that part of the river. Some of the boats have 10,500 horsepower and can push up to 40 loaded barges apiece, with each barge holding 60,000 tons.

The *Labdon* is among the company's smaller boats: 150 long, 45 feet wide with 4,500 horsepower.



The SIU-crewed *Bob Labdon* docks at Moore's Landing near Wyatt, Mo.

Sleeper reports that all of the boats are known as "good feeders"—a reputation enhanced last year when the Paul Hall Center's Inland Advisory Board recommended creation of a special Orgulf culinary class at the Lundeberg School in Piney Point, Md. The school worked with officials from the company to formulate a program for the cooks that met the needs of the boatmen and Orgulf as well as fit within the crewmembers' work schedules. Subsequently, a number of Orgulf cooks have successfully completed the class.



Cook Barry Cheeks happily prepares a meal for his fellow boatmen.

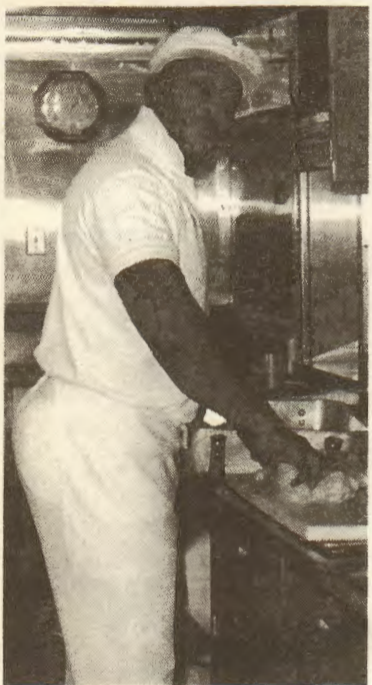


Lead Deckhand Darren Currey signs in for a shipboard union meeting.





As the ship approaches Greenland, AB Isom "Ice Man" Ingram paints on the bow of the *Richard G. Matthiesen*.



Chief Cook Michael Pooler keeps crewmembers happy and healthy with his hearty recipes.



Securing the anchors in preparation for departure from Thule are (from left) DEU Michael Edwards, AB Kirk Kolar and AB Darryl Brice.



Steward department members sign in at the union meeting held after departing from Greenland. From left, they are Chief Steward Leville McElroy, Chief Cook Michael Pooler, GSU Andres Caballero and GSU M. Mutthanna.



Gathering in the crew mess for a shipboard union meeting are members of the engine department. They are (from left) QMED F. Pereira, Pumpman Theodore Quinones, DEU Mario Chery, DEU Michael Edwards and QMED David Parker.

## Frigid Conditions Do Not Stop Matthiesen from Finishing Greenland Resupply Mission

Massive ice fields, sub-zero temperatures, gales and heavy snow showers during the summer months are nothing new for Bosun **Jim Martin**, who has sailed aboard the *Richard G. Matthiesen* numerous times in his 24-year SIU career.

The bosun's most recent assignment aboard the tanker occurred this summer, when the *Matthiesen* conducted its annual resupply mission of the U.S. Air Force Base at Thule, Greenland, known as "Operation Pacer Goose."

The SIU-crewed Ocean Shipholding vessel routinely resupplies U.S. military bases around the world with petroleum products.

The Thule base is located on the northwest coast of the largest island in the world—Greenland. It sits 695 miles north of the Arctic Circle and is locked in by ice nine months of the year. Ice conditions lessen a bit during the months of July, August and September, when supply ships are able to reach the military base. The area is frozen over again by October.

"I have been aboard the *Matthiesen* each time it has been asked to make the Pacer Goose run. The 1996 voyage went very smoothly despite the thick ice conditions. It is really a beautiful trip and every time I make it, I am as impressed as I was the first time," recalled Martin.

The *Matthiesen*, currently operating on a long-term charter to the Military Sealift Command (MSC), delivered a total of 227,600 barrels of jet fuel to the U.S. Air Force base this year.

### Difficult Mission

The vessel sailed out of Charleston, S.C. on June 13 for St. Theodore, Greece to load bunkers and petroleum. While in St. Theodore, the *Matthiesen* underwent an extensive pre-ice transit inspection of all ballast tanks, voids and cofferdams. The vessel was found to be in sound condition.

"We had to ensure that the *Matthiesen* was fully prepared for the difficult trip ahead," Martin stated.

The *Matthiesen* departed Greece on July 5 for the picturesque but tedious trip to Greenland. At that time, the National Ice Center advised the captain that the ice conditions surrounding the Arctic Circle and Thule were particularly severe.

Crewmembers immediately began preparations for the arctic transit. According to Martin, fire lines, inert gas lines and tank-washing lines were pulled and water was drained from the oil content monitor. Additionally, antifreeze levels in the deck pressure/vacuum valves and the emergency diesel generator were checked and topped off as needed.

"There is a lot of work involved in getting a ship ready for drastically cold temperatures and icy waters. This was a great crew. We all worked together to get the job done," stated the bosun, who earlier this year completed the bosun recertification program at the Paul Hall Center in

Piney Point, Md.

"I was particularly pleased with my deck crew. They did an outstanding job," Martin added.

It took the *Matthiesen* 24 days to reach Thule with the assistance of a Canadian Coast Guard ice breaker and a cargo vessel. The *Matthiesen* encountered severe ice, thick fog and heavy snows during the voyage to Greenland, and at times it became necessary for the 32,572 DWT tanker to anchor until conditions improved.

"Amazingly enough, we reached Thule without damaging the vessel. That is very unusual considering the size of the *Matthiesen* and the incredible size of the ice formations we encountered. We were all amazed," Martin said.

Once in the Greenland port, crewmembers immediately began preparations for offloading the cargo. In order to protect the giant tanker against possible strong winds sweeping off a nearby glacier, deck department members tightly secured the *Matthiesen* against a pier. Once all mooring lines and wires were put into place, the discharge of cargo began.

Offloading of the jet fuel went smoothly and was completed in a little more than 39 hours.

On August 1, the *Matthiesen* raised anchor and began the long journey home. The bosun noted that the trip out of Thule was not as difficult because some of the ice had been weakened by the earlier transit.

"Compared to some of what we went through on our way into Thule, the voyage out was nothing. While we did experience some ice-related delays, they were not nearly as severe," recalled the bosun from Dickinson, Texas.

"All in all, I think the voyage went great. The crew complimented one another and ultimately contributed to the overall success of the *Matthiesen*," concluded Martin, who sent information and the accompanying photos to the *Seafarers LOG*.

### Crew Thanked

In a letter to the captain and crewmembers of the *Matthiesen*, Calvin Bancroft, vice president of fleet operations for Ocean Shipholding, stated, "In review of this year's mission to Thule, Greenland in extreme pack ice conditions, I wish to extend my sincere appreciation for the diligence, professional efforts and overall patience exhibited by your officers and crew.

"As you know, the U.S. Air Force required the petroleum delivery at Thule and there was significant concern regarding the safe passage into the air base because of the concentration of pack ice.

"It was apparent that the efforts of the vessel master, ice pilot and the vessel officers and crew worked in concert and [effectively cooperated] with both this office and the Canadian icebreaker in the efforts to effectuate a safe petroleum delivery.

"Furthermore, I understand that a vessel internal inspection has ascertained that our vessel did not sustain any ice damage.

"I extend my best regards on behalf of OSI to each member of this year's mission and I wish you and your families all the best. Again, thank you for your efforts on behalf of this office, this organization and the United States of America!"



Also reporting to the *Matthiesen's* galley for the meeting are (from left) Bosun Jim Martin, AB Michael Meeks and AB Kirk Kolar.



Bosun Jim Martin works on deck of the *Richard G. Matthiesen* as the vessel carefully maneuvers through ice fields and icebergs on the way to Thule, Greenland.



Demonstrating how to put on a survival suit at a safety meeting prior to the *Matthiesen's* departure for Greenland is DEU Mike Edwards.



AB Isom "Ice Man" Ingram (left) and DEU Mario Chery hook up a pump to the slop tank in case a spill occurs. This was Chery's first trip after graduating from the Lundberg School's trainee program.

# At Work Aboard the JEB Stuart

## SIU Ship **STANDS READY** in Diego Garcia



The Seafarers-crewed *JEB Stuart* is part of the U.S. Military Sealift Command's (MSC) prepositioning fleet based off Diego Garcia. SIU members aboard the *Stuart* remain ready to sail at a moment's notice, fully loaded with cargo for U.S. troops.

In order to stay prepared for activation, Seafarers aboard the LASH ship work to keep both the vessel and the crew in peak condition. Members of the deck department handle painting, maintenance and other duties; engine department Seafarers keep the ship running smoothly; and the galley gang provides meals designed to be both delicious and nutritious.

A key asset in the logistics plan of the U.S. armed forces, the prepositioning fleet is made up of privately owned American-flag vessels which are ready to set sail immediately after activation.

Diego Garcia is located in the British Indian Ocean Territories. It is a small island that is home to a key U.S. Navy support facility.

Recently, Chief Steward Howard Williams sent the photos on this page to the *Seafarers LOG*, depicting SIU members during a voyage aboard the vessel.

The *JEB Stuart* is operated by Waterman Steamship Co. for MSC.



LEFT: AB Mike Thompson performs maintenance on the *JEB Stuart*.

BELOW: The deck gang paints the vessel's bow. Pictured, from the left, are ABs Floyd Patterson and Charlie Touzet and Bosun Floyd Perry.

RIGHT: Receiving stores in Diego Garcia is Chief Steward Howard Williams.



LEFT: AB Charlie Touzet steers the ship into an anchorage area.



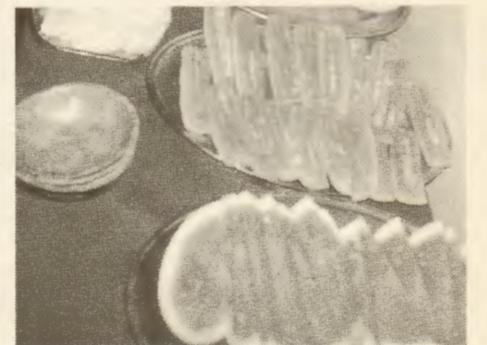
RIGHT: OS Duane Jessup (left) and AB Thomas Walker take part in a fire and boat drill.



When Chief Electrician Nile Dean signed aboard the *JEB Stuart*, it marked his first trip on a LASH vessel.



Ready for dinner are (from left) AB Charlie Touzet, Bosun Stanley Daranda, a U.S. soldier, OS Duane Jessup and Chief Cook Anthony Bach.



The galley gang is proud to provide nutritious food, such as the items in the salad bar pictured here, for the entire crew.



From left, Chief Steward Howard Williams, Chief Cook Anthony Bach and SA Byron R. Harris help make the *JEB Stuart* a good feeder.



Oiler Francis Oxley works in the control room of the *USNS Sumner*.



Standing watch on the gangway of the oceanographic surveillance ship is OS Kenneth Grose.



Helping prepare dinner is GVA Donald Porter.

## Sumner Crew Focuses on Safety Concern and Care Displayed in Daily Shipboard Jobs



Chief Mate Joe Cobb (left) and AB Ken Smith are ready for the next task.



From left, AB John Cooke, OS Cesar Smith and AB Dennis Caples tie up the ship in the port of Mobile.



Chief Cook Harry Brewer (left) and GVA Tommaso Camilleri help keep the crew well fed.



Delivered to MSC in 1995, the *USNS Sumner* features state-of-the-art oceanographic research equipment.

esting for the crew to see what the scientists do and hearing them explain their studies."

### SIU Means Opportunities

Although Davis is a longtime Seafarer while Smith is comparatively new to the union, both members say they fully appreciate the career opportunities they have by belonging to the SIU.

"I try to educate the new guys about how much the union does benefit them," states Davis, who formerly sailed aboard Crowley tugboats. "With an SIU contract, you have job security, the opportunity to upgrade (at the Paul Hall Center), and the opportunity to throw in for other jobs."

"As long as we all do a good job on the ships, we'll continue to have those benefits," Davis continues. "I think the union members all know that when we sign on a ship, we sign on to do a job and we take it very seriously."

Smith, who recently completed the tanker operation safety course at the Paul Hall Center's Lundeberg School, adds, "You learn so much at the school, and

The SIU-crewed *USNS Sumner* does not transport what most would consider typical cargo.

But Seafarers aboard the oceanographic surveillance ship have the same objective as fellow members who sail aboard containerships, tankers, bulkers and all other SIU-crewed vessels. That ongoing goal is safety.

"Our top priority is ensuring safe working conditions, making sure everyone knows the operation of the ship and the equipment," states Bosun Mike Davis, a member of the union for 17 years.

"This is a pretty unique operation in that our cargo basically is the (Navy) scientists and their equipment," adds Davis. "We make sure they receive all the assistance from us that they need."

Operated by Dyn Marine Services of Virginia for the U.S. Military Sealift Command (MSC), the *Sumner* went on sea trials this summer and then in September completed a mission that involved coring and testing the ocean floor off the Gulf Coast. Last month, the vessel sailed into Bender Shipyard in Mobile, Ala. for alterations to various scientific equipment as well as cranes, winch booths and engines.

"This is the newest class of T-AGS (survey) ship, so people are very interested in it," observes OMU Terry Smith, a 1993 graduate of the Paul Hall Center's training program for entry-level mariners. "It's inter-

it really helps you keep the ships running in good condition. I'm applying for the QMED course after I sign off the *Sumner*."

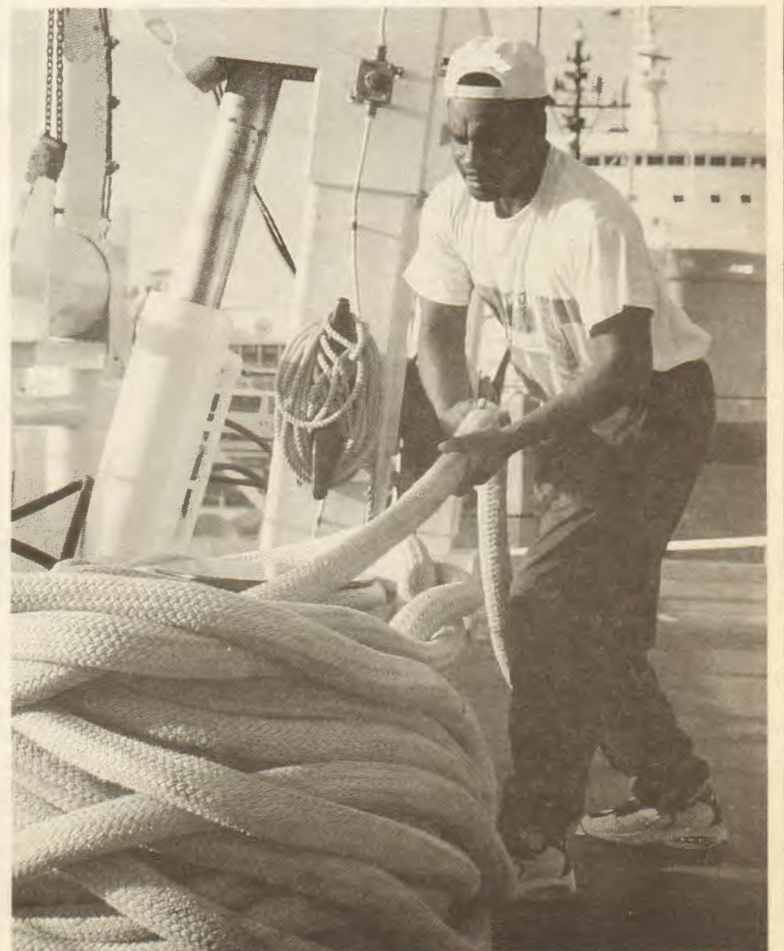
### Delivered in 1995

Built in Moss Point, Mass., the *Sumner* was delivered to MSC in May 1995. The ship is designed to gather underwater data in both coastal and deep sea waters.

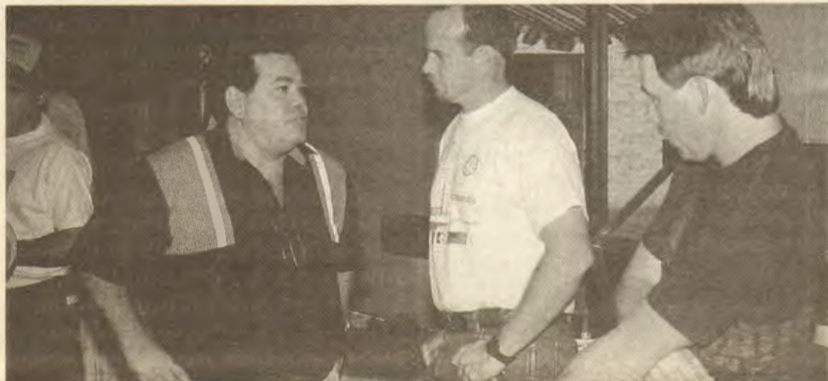
The vessel was constructed to enable scientists to conduct physical, chemical and biological oceanography, as well as research involving marine geology, acoustics and numerous other areas of study.

The *Sumner* is powered by an electric propulsion system consisting of two 4,000 horsepower motors that turn twin Z-drives, providing 360 degree thrust and direction control. The ship also is equipped with a 1,500 horsepower retractable bow thruster.

Seafarers on the *Sumner* help operate and maintain the ship's navigation, deck, engineering and galley equipment while supporting survey missions.



OS Cesar Smith works the lines aboard the *USNS Sumner*.



Following are excerpts of some of the correspondence received at SIU headquarters as well as interviews regarding the passing of Brother Joseph Sacco.

*It was a sad day for us on the Sea-Land Enterprise, to hear that our brother and friend has passed on. We will miss our brother very much, and our hearts go out to his family and friends.*  
— Crew of the Sea-Land Enterprise

*Both licensed and unlicensed crewmembers will remember Brother Sacco for the immeasurable contributions he made to the maritime trades.*  
— Brothers Kim Dewitt and Tyrone Burrell and the crew of the Liberty Sea

*His efforts on behalf of all Seafarers have, and will continue to be, greatly appreciated. His passing is a great loss, but his ideals and goals will live forever.*  
— Crew of the LNG Virgo

*I will pray for your comfort and understanding at this time of great sorrow.*  
— House Minority Leader Richard Gephardt (D-Mo.)

*Joe put his heart and soul into everything he did, no matter if it was his job aboard a ship or as a union representative. Anyone who never had the opportunity to meet Joey really missed a great human being. He was universally loved.*  
— Herb Brand, chairman, Transportation Institute

*Vision, loyalty, honesty - the shipping community lost a good measure of these qualities with the passing of Joe Sacco. I will miss forever his humor, his kindness and his integrity.*  
— Kendall Chen, president, ETC

*He was the hardest-working guy I ever knew and the most positive guy I ever knew. He was a builder who always looked to the future... If something went wrong, instead of pointing a finger, he figured out how to fix it.*  
— Augie Tellez, SIU vice president contracts

*He was a good, good person. He did a fantastic job for the SIU, and he battled his [tail] off for the workers. He always fought for our rights, for good jobs with good pay.*  
— Retired Bosun Ray Cuccia

# In Memory Friend a

*Joey Sacco epitomized the Brotherhood of the Sea, the giving and dedicated spirit of the American seafarer.*  
— Michael McKay, president, American Maritime Officers

*He was a fine friend of all who have the marine industry at heart, and he will be sorely missed.*  
— George C. Blake, executive vice president, Maritime Overseas Corp.

*He will be remembered with the greatest respect by the many friends he made throughout the labor movement over his many years of service and dedication.*  
— John Sweeney, president, AFL-CIO

*I never met anybody who didn't like Joey Sacco. Joey had time for anybody who came to the door or called. His key thought always was the job security of the membership.*  
— Red Campbell, retired SIU vice president contracts

*Nobody loved the SIU more than Joe Sacco. You come across that certain person that makes a difference in your life, and he was one of those people.*  
— Bosun John Cain

*He was totally dedicated, and he cared deeply about issues, people and principles. You could always count on Joe to do the right thing. He was a very special person.*  
— Bill Ferguson, vice president, Orgulf

*He had a big impact on the careers of vast numbers of SIU members. He was a mentor and a friend. He taught me how to run a port and how to fight for the membership, and he's done that for many, many young men coming up through the union.*  
— Dean Corgay, SIU vice president Gulf Coast

*A brother who is also a close friend is one of the greatest joys and satisfactions in life. You have been provided, however, with many cherished experiences with him - that no one and nothing can ever take away.*  
— Christopher L. Koch, senior vice president, Sea-Land Service

*This is like losing a best friend. Joe respected the members and gave all of us a right to voice our opinions. If a member was in trouble, he was there to help in every way he could.... He did a lot for the union: good contracts, decent raises, benefits for the family. He was there for us.*  
— Lonnie Jones, chief steward

*Joe touched a lot of lives. I could always phone him - he was never too busy. Joey lives on in all of us he has touched.*  
— Neil Deltz, SIU port agent, Honolulu

*Joey will truly be missed by his friends and colleagues. He was a valued labor leader whose contributions to the SIU will always be appreciated.*  
— Rep. Robert Torricelli (D-NJ)

*He was a special guy, a bright guy with a lot of enthusiasm. He did a great job representing the membership. He was a tough negotiator, but was fair.*  
— Brent Steinacker, president, Crowley Marine Services

*He had integrity and a no-nonsense approach... His contributions to the good and welfare of the SIU membership and their families were immeasurable.*  
— H. "Whitey" Disley, president, Marine Firemen's Union

*The steward department of the MV President Adams would like to extend their sincere condolences to SIU President Mike Sacco and his family.*  
— Alan Hollinger, chief steward; Ahmed Sharif, chief cook; David Riggens, assistant cook

*The entire membership of the SIU will suffer this loss. We sincerely hope that all ships hold a special moment of silence for Joe Sacco, and remember and give thanks for the good work Joe did for our union.*  
— Crew of the Global Mariner

*Only a small percentage of us will have the same impact on our fellow men and women as did Brother Sacco.*  
— Crew of the Sea-Land Challenger



# of Joey Sacco and Seafarer

I am deeply saddened to learn of your brother's tragic death. My wife and I send our sincere and heartfelt condolence.

— Senate Minority Leader Tom Daschle (D-S.D.)

I had the pleasure of knowing him over the last seven years. I know you and your family were proud of all of his accomplishments, both on a personal as well as a business basis.

— Erik L. Johnsen, executive vice president, Waterman Steamship Corp.

We hope you will find solace in the knowledge that everyone whom Joey's life touched shares in your grief.

— Crew of the LNG Gemini

Joe was the hardest-working guy I ever saw in my whole life. He always had the union in mind. His dream was making the SIU better for everyone.

— Tom Brooks, retired bosun

Joe was the finest guy I ever met, and I'm not just saying that. He was a fine gentleman and he really looked out for the interests of the union.

— Tony Naccarato, vice president, human resources and administration, OMI Corp.

He was the kind of guy you could call any time, and he would drop what he was doing and quickly assist you. He always did so in the true spirit of union brotherhood. This is truly a loss.

— Byron Kelley, SIU vice president Great Lakes

Joe was truly one of the most upstanding individuals within the labor community. He was extraordinary in his vision and dedication to the workplace advancements of the American seafarer. His untimely passing is surely a loss that will be felt throughout the American labor movement and the entire maritime industry.

— Alex Shandrowsky, president, District No. 1-PCD, MEBA

We have received the sad and disheartening news of the passing of our vice president, Mr. Joseph Sacco. We will miss our brother and friend very much.

— Crew of the Richard G. Matthiesen

He was so dedicated and knowledgeable, and his record proves it. Joe was full of energy, a dynamic, sincere, hard-working guy right to the end.

— George McCartney, SIU vice president West Coast

When I say this, I mean it: He was always responsive to our problems. He was wonderful to work with and always thoughtful about people.

— Pat Postiglione, labor relations manager, Maritime Overseas Corp.

His contribution to the SIU and all maritime unions was limitless. He will be missed.

— Gunnar Lundberg, president, Sailors' Union of the Pacific

He was a friend and union brother. His loss will leave a gap that will be hard to fill.

— Crew of the Sea-Land Patriot

We offer our condolences to the family and friends of Joseph Sacco as well as to the rest of the SIU membership on the passing of Brother Sacco.

— Crew of the OOCL Inspiration

Joseph was both a friend and an inspiration to all of us who go to sea for a living. Our prayers are with him.

— Bosun Paul Lewis and crew of the Cape Rise

He was all union. We sailed together, worked beefs together. This was his life, and he did a tremendous job for the membership.

— Jack Caffey, SIU vice president Atlantic Coast

Because of his significant contribution toward making the union one of the most respected and professionally managed labor organizations in the country, I am sure that his presence will be sorely missed by the SIU family.

— Rodney Gregory, vice president, operations, Red River Shipping Corp.

He was a great, unique and complete union man. He will be sorely missed.

— Crew of the Overseas Harriette

We send our deepest condolences to you and the family. May Joey's soul rest in peace.

— Crew of the Sea-Land Innovator

We are deeply saddened at your loss and ours. Joey will always be remembered as our friend and a man who continuously fought for our jobs.

— Crew of the Frances Hammer

He had time for everybody, everyone who needed an answer on a union question or any other question. He was a dedicated union man.

— Joe Perez, SIU port agent, New Orleans

The seafaring community has lost a good shipmate. Our prayers and thoughts are with him and his family.

— Crew of the Cape Ray

We know that Joseph's loss will be sorely felt within the Seafarers International Union. It was with deep regret to learn of his passing.

— Fred V. Rosser, human resources manager, Kirby Tankships, Inc.

Joseph was a highly respected leader in the maritime industry. He will be deeply missed.

— Rear Admiral J.C. Card, U.S. Coast Guard

Having lost members of my own family suddenly, I understand the sense of loss and grief you must be feeling. You and your family are in our thoughts and prayers.

— Senator Edward M. Kennedy (D-Mass.)

There is not another person in the labor movement who has inspired me and hundreds of others as Joey has. When you hear the saying about someone who changes your life, Joey is that guy.

— Robert Knight, president, Local 450 (Houston), Operating Engineers

He will be greatly missed by many, and we join all our brothers from the SIU in sharing your grief.

— Vladimir Shirochenkov, president, Seafarers Union of Russia

May good memories of him sustain you and your family during this difficult time.

— Lenore Miller, president, Retail, Wholesale and Department Store Union

His leadership will be missed.

— Crew of the Sea-Land Spirit

We all loved Joey. No one can take his place, but we can dedicate ourselves to his vision. Count on me to keep that memory of him.

— Rep. Neil Abercrombie (D-Hawaii)



The photos on these pages highlight some Brother Sacco's countless activities with SIU, from the 1960s until his passing.





## Dreaming of a College Education?

Don't Upset Your Savings . . .  
Apply for a Scholarship Instead

There is no reason that dreams of a college-level education have to deplete the hard-earned savings of Seafarers and their families.

As it has annually since 1952, the Seafarers Welfare Plan again will offer seven scholarships next year to help SIU members, their spouses and dependent children attain their educational goals. Three of the monetary awards are being set aside for SIU members (one in the amount of \$15,000 for study at a four-year college or university; and two \$6,000 two-year scholarships for study at a two-year vocational school or community college). The other four scholarships will be presented to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

### Who May Apply?

Eligibility requirements are spelled out in a booklet which also contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan. The program booklets also are available at the SIU halls.

### What Is Required?

Once eligibility has been determined, the applicant should start collecting other paperwork which must be submitted with the full

application by the April 15, 1997 deadline. These include the applicant's autobiographical statement, a photograph and a certified copy of his or her birth certificate. High school transcripts and certification of graduation or official copies of high school equivalency scores also need to be included.

Schools are often quite slow in handling transcript requests, so it is a good idea to ask for copies as soon as possible. Additionally, college transcripts will be required of those students who have already attended some college, and letters of reference should be solicited from individuals who know an applicant's character, personality and career goals. ACT or SAT results round out the complete application package. In order for the results of these exams to be received by the scholarship selection committee in time to be evaluated, these exams need to be taken no later than February 1997.

### Don't Be Discouraged

If an applicant sent in a form last year and was not selected for one of the stipends, he or she should try again in 1997. Two 1995 applicants were not selected that year but tried again in 1996 and were awarded scholarships.

The new year—1997—is fast approaching. Start the process going—now!

Please send me the 1997 SIU scholarship program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name \_\_\_\_\_

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

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

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

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

This application is for:  Self  Dependent

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

11/96

## AB Lassak Ready for Sailing Aboard Data Collection Ship

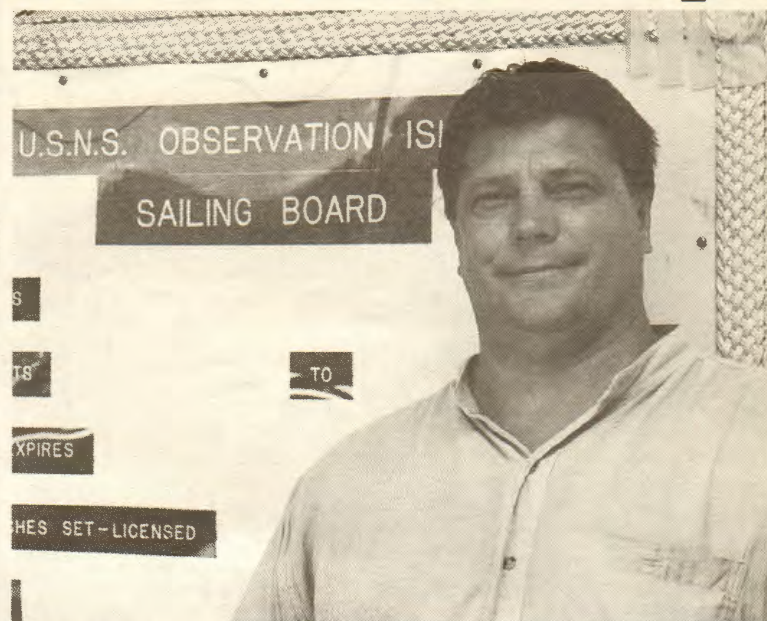
As the *USNS Observation Island* prepared to return to sea, AB Brian Lassak was ready to join the other unlicensed crewmembers aboard the Military Sealift Command-Pacific (MSCPAC) fleet data collection vessel.

"It'll be good to go back out," he told a reporter for the *Seafarers LOG* shortly before the ship set sail in late summer. "I like this ship a lot. The MSCPAC crew and the [U.S.] Air Force contractors who sail with us all get along great."

Lassak is a member of the SIU Government Services Division, which represents unlicensed crewmembers aboard MSCPAC vessels, like the *USNS Observation Island*. He has been sailing with the division since 1992.

The *Observation Island* had spent the summer in the Pearl Harbor (Hawaii) Naval Shipyard undergoing repairs. Lassak served as a watchstander while the ship was in port. It was not the first time he had served as a crewmember on the 43-year-old vessel.

"I return to the *Observation Island* as often as I can for ship assignments," he noted. "Our master, Captain Carl Lindsey, and



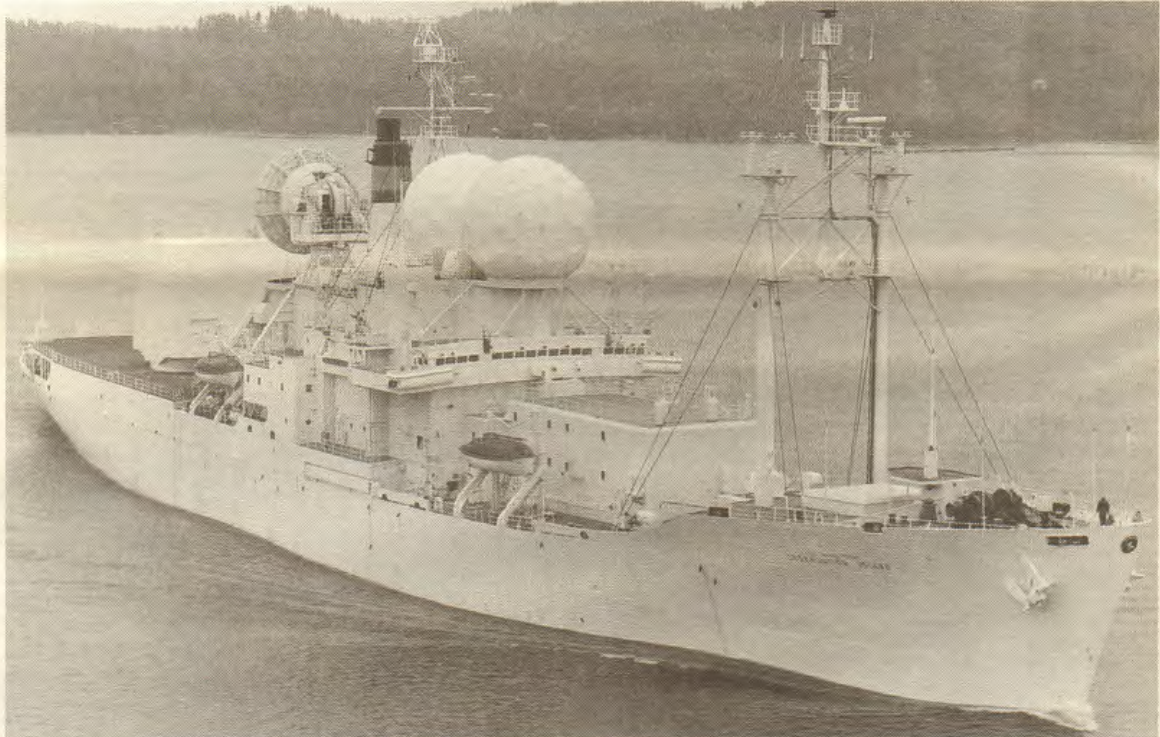
Greeting a visitor aboard the Seafarers-crewed *USNS Observation Island* is AB Brian Lassak.

his chief mate, Lionel Greve, really care about their crew. When you've got that type of combination on a ship you enjoy, you're a happy mariner."

The *Observation Island* began service in 1953 as a cargo ship. During the 1960s, the vessel was used by the U.S. Navy in the test-

ing and developing of the Polaris and Poseidon missiles.

Fifteen years ago, the ship was converted for its present worldwide mission—to collect data for the Air Force on strategic ballistic missile flights in order to verify missile treaty compliance by other nations.



AB Brian Lassak sails aboard the *USNS Observation Island*, which features a four-story high, 250-ton radar that can be mechanically rotated to collect data for the U.S. Air Force on ballistic missile flights.

## Support Grows for Strawberry Pickers

Support is mounting across the country to provide decent working conditions for California strawberry pickers.

The United Farm Workers (UFW) has been trying to organize the 20,000 pickers—who stoop 10 to 12 hours per day to gather the berries by hand—since last spring. The fight for union representation is focused on the strawberry pickers' rights for a decent living wage, proper field sanitation, health insurance, clean drinking water and an end to sexual harassment and other abuses.

"Over the years, these workers have reported claims of sexual harassment, inadequate bathroom facilities, violations of wage and child labor laws, polluted drinking water for the workers, exposure to pesticides and employer mistreatment toward workers who demonstrate support for the union," noted UFW President Arturo Rodriguez.

According to an analysis by the California Institute of Rural

Studies at the University of California at Davis, a 50 percent increase in most of the workers' wages would result in no more than a five-cent increase in the price of a pint of strawberries to the consumer. Presently, the pickers average \$8,000 a year in pay, with many earning less than minimum wage.

The AFL-CIO has joined the effort to support the strawberry pickers beginning with the formation of the National Strawberry Commission for Workers' Rights. The commission was developed to counter the industry's anti-union California Strawberry Commission. Besides labor, other organizations on the workers' panel include those from the civil rights, women's, religious, social, academic, civic and political communities.

In outlining the campaign the UFW plans to take before picking season begins next spring, Rodriguez pointed out this is not a boycott of strawberries.

"We want to make people aware of what is happening to the

workers as they struggle to improve their way of life," the UFW president said.

With the help of other unions at the national, state and local levels, the supporters will continue visiting food stores urging the managers to purchase strawberries from companies that pay their workers a decent wage. (Teamsters represent workers in some of these California companies, known in the industry as coolers. The Teamsters are assisting the Farm Workers in the campaign.)

Some store managers have shown support by signing pledge cards. The United Food and Commercial Workers, which represents a majority of unionized grocery store employees in the country, has been helping the UFW in this effort.

Private citizens also may sign a pledge card, which proclaims support for the rights of the strawberry workers. Such cards may be obtained by calling the Farm Workers at (408) 763-4820.



**Seafarers International Union  
Directory**

**Michael Sacco**  
President

**John Fay**  
Secretary-Treasurer

**Joseph Sacco**  
Executive Vice President

**Augustin Tellez**  
Vice President Contracts

**George McCartney**  
Vice President West Coast

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

**Jack Caffey**  
Vice President Atlantic Coast

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

**Dean Corgey**  
Vice President Gulf Coast

**HEADQUARTERS**

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

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

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

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

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

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

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

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

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

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

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

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

**NORFOLK**  
115 Third St.  
Norfolk, VA 23510  
(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**  
1221 S. Andrews Ave.  
Ft. Lauderdale, FL 33316  
(954) 522-7984

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

Government Services Division  
(415) 861-3400

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

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

**TACOMA**  
3411 South Union Ave.  
Tacoma, WA 98409  
(206) 272-7774

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

**Dispatchers' Report for Great Lakes**

SEPTEMBER 16 — OCTOBER 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

\*TOTAL REGISTERED  
All Groups  
Class CL Class L Class NP

TOTAL SHIPPED  
All Groups  
Class CL Class L Class NP

\*\*REGISTERED ON BEACH  
All Groups  
Class CL Class L Class NP

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	40	18	0	18	4	0	6	14
<b>ENGINE DEPARTMENT</b>									
Algonac	0	17	6	0	9	0	0	8	6
<b>STEWARD DEPARTMENT</b>									
Algonac	0	5	6	0	0	1	0	5	5
<b>ENTRY DEPARTMENT</b>									
Algonac	0	39	27	0	14	6	0	25	21
<b>Totals All Departments</b>	<b>0</b>	<b>101</b>	<b>57</b>	<b>0</b>	<b>41</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>46</b>

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

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

**Dispatchers' Report for Inland Waters**

SEPTEMBER 16 — OCTOBER 15, 1996

\*TOTAL REGISTERED  
All Groups  
Class A Class B Class C

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

\*\*REGISTERED ON BEACH  
All Groups  
Class A Class B Class C

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	6	0	0	3	0	0	13	2	0
Gulf Coast	7	3	11	1	0	0	6	3	13
Lakes & Inland Waters	37	0	0	16	0	0	33	0	0
West Coast	2	0	2	24	0	1	12	1	10
<b>Totals</b>	<b>52</b>	<b>3</b>	<b>13</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>6</b>	<b>23</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	2	0	0	0	0	0	3	1	1
Gulf Coast	2	1	5	0	0	0	2	1	5
Lakes & Inland Waters	9	0	0	5	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>13</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>6</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	2	0	5	0	0	0	2	0	5
Lakes & Inland Waters	4	0	0	3	0	0	5	0	0
West Coast	0	0	2	0	2	1	1	1	9
<b>Totals</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>14</b>
<b>Totals All Departments</b>	<b>72</b>	<b>4</b>	<b>25</b>	<b>52</b>	<b>2</b>	<b>2</b>	<b>90</b>	<b>9</b>	<b>43</b>

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

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

**Tax Time Is Coming; Make Sure Your Address Is Correct**

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your permanent address, and this is where all official union documents will be mailed (unless otherwise specified).

of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please complete the form and send it to:

Seafarers International Union  
Address Correction Department  
5201 Auth Way  
Camp Springs, MD 20746

If you have moved recently or feel that

If you are getting more than one copy

**HOME ADDRESS FORM (PLEASE PRINT) 11/96**

Name \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_

Address \_\_\_\_\_

Social Security No. \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No. \_\_\_\_\_

Active SIU  Pensioner

Other \_\_\_\_\_

*This will be my permanent address for all official union mailings.  
This address should remain in the union file unless otherwise changed by me personally.*





## Welcome Ashore

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

Four recertified bosuns are among the 29 Seafarers who are announcing their retirements this month.

Representing more than 130 years of active union membership, the four recertified bosuns are **Ted Densmore, Jack D. Kingsley, Marvin S. McDuffie** and **James J. O'Mara**. These members graduated from the highest level of deck department training offered at the Lundeberg School in Piney Point, Md.

Including the four recertified graduates, 20 of those signing off sailed in the deep sea division, six sailed on inland vessels, two plied the Great Lakes and one worked in the railroad marine division.

Of the retiring Seafarers, 17 served in the U.S. military—eight in the Navy, five in the Army, three in the Marine Corps and one in the Air Force.

Ten of the retirees have chosen to live on the East Coast, 10 on the West Coast, seven in the Gulf states and one each in the Midwest and Puerto Rico.

On this page, the Seafarers LOG presents brief biographical accounts of the newest SIU pensioners.

### DEEP SEA

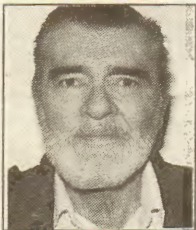


**WILLIAM O. BARRINEAU**, 70, first sailed with the Seafarers in 1966 from the port of San Francisco

aboard the *SS Delaware*, operated by Marine Carriers. Brother Barrineau sailed in the engine department and upgraded frequently at the Lundeberg School. The South Carolina native served in the U.S. Navy from 1944 to 1952. Brother Barrineau has retired to Lockwood, Calif.

### ARCHI-BALD BELL

**BELL**, 68, began sailing with the SIU in 1953 from the port of Baltimore. His first ship was the *Ore-mar*, operated by Ore Navigation. Brother Bell sailed in the engine department and upgraded in Piney Point. He last sailed as a chief electrician. A native of Iowa, Brother Bell makes his home in Ocean Park, Wash.



**ARNOLD BUSTILLO**, 65, began his career with the Seafarers in 1970 in the port of New Orleans aboard the

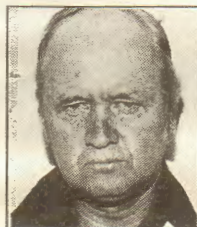
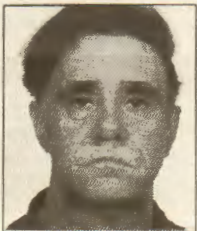
*Steel Maker*, operated by Isthmian Lines. Brother Bustillo sailed in the deck department and upgraded to quartermaster at the Lundeberg School. Born in Honduras, Brother Bustillo resides in River Ridge, La.

**JOHN E. BROWDER**, 62, graduated from the Lundeberg School's entry level training pro-

gram for seamen in 1966 and joined the SIU in the port of New York. His first ship was the *Alcoa Master*, operated by Alcoa Steamship. The Alabama native sailed in the steward department and upgraded at the Lundeberg School. Brother Browder makes his home in Mobile, Ala.

### JAMES W. COMBS JR.

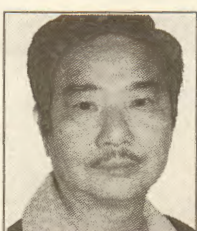
**COMBS JR.**, 53, graduated from the Andrew Furuseth Training School in 1963 and joined the Seafarers in the port of Baltimore. Brother Combs first sailed aboard the *SS Bethflor*, operated by Bethlehem Steel Co. The California native sailed in the engine department and upgraded at the Lundeberg School. He last sailed as a QMED from the port of Jacksonville, Fla. From 1961 to 1962, he served in the U.S. Marine Corps. Brother Combs has retired to St. Augustine, Fla.



**TED DENSMORE**, 65, began sailing with the SIU in 1957 from the port of Jacksonville, Fla. He first worked in the inland division as a deckhand. Brother Densmore later transferred to deep sea vessels and upgraded frequently in Piney Point, where he completed the bosun recertification program in 1979. A native of Alabama, he served in the U.S. Army from 1947 to 1952. Brother Densmore lives in Shalimar, Fla.

### FREDERICK ENGEL JR.

**ENGEL JR.**, 67, began sailing with the Seafarers in 1948 from the port of New Orleans. A native of Louisiana, he sailed in the steward department and upgraded at the Paul Hall Center. Brother Engel resides in Metairie, La.



**WAH GONG JUE**, 65, joined the Marine Cooks & Stewards in 1958 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Jue upgraded at the MC&S training school in Santa Rosa, Calif. His first ship was the *Leilani*, operated by Hawaiian Textron. Brother Jue last sailed in 1995 as chief cook aboard the *President Arthur*. Born in China, Brother Jue makes his home in San Francisco.

**ARTHUR R. MCCREE**, 68, began sailing with the SIU in 1952 from the port of San Francisco. Brother McCree last sailed aboard the *SS American Heritage* in 1994 as a member of the deck department. Born in South

Africa, he has retired to Federal Way, Wash.

### CONRAD A. JULIAN

**JULIAN**, 66, started his career with the MC&S in 1966 in the port of San Francisco, before that union merged with the SIU's AGLIWD. His first ship was the *President Cleveland*, operated by American President Lines. Born in the Philippines, Brother Julian retired in 1991 to San Jose, Calif.



**JACK D. KINGSLEY**, 62, first sailed with the Seafarers in 1962 from the port of San Francisco aboard the *SS*

*Iberville*, operated by Waterman Steamship Corp. Brother Kingsley sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification program in 1975. A native of Indiana, he served in the U.S. Navy from 1951 to 1961. Brother Kingsley resides in Fairfield, Calif.

### JOHN O.L. KIRK

**KIRK**, 65, joined the SIU in 1967 in the port of San Francisco. His first ship was the *Los Angeles*, operated by Sea-Land Service, Inc. A native of Oklahoma, he sailed in the engine department and upgraded at the Lundeberg School, where he attended an educational conference in 1975. From 1948 to 1954, he served in the U.S. Navy. Brother Kirk lives in Sheep Ranch, Calif.



**DAVID G. LOCSIN JR.**, 70, first sailed with the Seafarers in 1969 from the port of Yokohama, Japan aboard

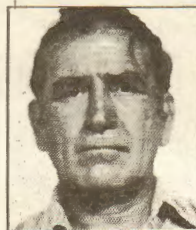
the *SS Overseas Dinny*, operated by Maritime Overseas Corp. A native of the Philippines, he sailed in the engine department and upgraded at the Paul Hall Center. From 1951 to 1952, he served in the U.S. Army. Brother Locsin makes his home in San Francisco.

### MARVIN S. McDUFFIE

**McDUFFIE**, 46, graduated from the Lundeberg School's entry level training program for seamen in 1967 and joined the Seafarers in the port of New York. His first ship was the *Norina*, operated by Marine Traders. A native of Alabama, he sailed in the deck



department and upgraded in Piney Point, where he completed the bosun recertification program in 1979. From 1969 to 1972, he served in the U.S. Marine Corps. Brother McDuffie resides in Mobile, Ala.

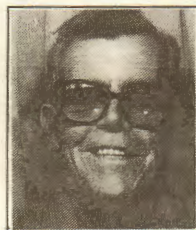


**NEIL NAPOLITANO**, 65, joined the SIU in 1959 after graduating from the Andrew Furuseth Train-

ing School. His first ship was the *SS Atlantic*. The New Jersey native sailed in both the engine and deck departments and upgraded in both departments at the Lundeberg School. From 1952 to 1954, he served in the U.S. Army. Brother Napolitano makes his home in Jersey City, New Jersey.

### JAMES J. O'MARA

**O'MARA**, 60, joined the SIU in 1964 in the port of New York. Brother O'Mara first sailed aboard the *Wild Ranger*, operated by Waterman Steamship Co. The New York native sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1988. From 1951 to 1953, he served in the U.S. Army. Brother O'Mara lives in Tacoma, Wash.

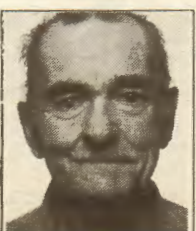


**VICTOR G. RODRIGUEZ**, 65, began sailing with the Seafarers in 1966 from the port of New York. A native of Honduras,

Brother Rodriguez sailed in the engine department and upgraded to QMED at the Paul Hall Center. His first ship was the *SS Bangor*, operated by Bermuda Steamship Corp., and his last ship was the *Stonewall Jackson*, a Waterman Steamship Co. vessel. Brother Rodriguez makes his home in New Orleans.

### LUIS A. ROMAN

**ROMAN**, 61, first sailed with the SIU in 1957 from the port of New York. Born in Puerto Rico, Brother Roman worked in the engine department, last sailing aboard vessels operated by Puerto Rico Marine Management, Inc. Brother Roman has retired to Rio Piedras, P.R.



**PHILIP RUBISH**, 69, began sailing with the Seafarers in 1950 from the port of Wilmington, Calif. Brother Rubish sailed in the deck depart-

ment and upgraded at the Lundeberg School. He last sailed in 1990 aboard the *Ogden Champion*, operated by Ogden Marine. From 1943 to 1946, he served in the U.S. Navy. Brother Rubish resides in Jacksonville, Fla.

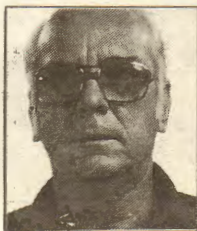
### FELIPE A. TORRES

**TORRES**, 62, started his career with the SIU in 1966 in the port of New Orleans, sailing aboard the *SS Sacramento*, operated by Sacramento Transport, Inc. Brother Torres sailed in the engine department and upgraded at the union's training facility in Piney Point, Md. A native of Texas, he served in the U.S. Army from 1956 to 1958. Brother Torres lives in Houston, Texas.



### INLAND

**S.A. ANDERSON**, 65, joined the Seafarers in 1979 in the port of Jacksonville, Fla., after a 20-year tour in the



U.S. Navy. The North Carolina native worked in the steward department, last sailing as a chief cook. Boatman Anderson attended an educational conference at the Lundeberg School in 1984. He has retired to Jacksonville, Fla.

### JOHN W. HUDGINS

**HUDGINS**, 62, began sailing with the SIU in 1959 from the port of Philadelphia. The Virginia native worked in the deck department, last sailing as a captain. Boatman Hudgins makes his home in Cobbs Creek, Va.

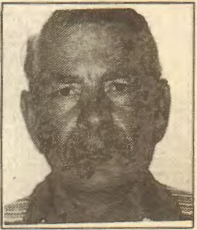


**LEON C. MORGAN**, 64, became a member of the Seafarers in 1968 in the port of Philadelphia. A native of

New Jersey, Boatman Morgan last sailed in 1984 as a captain aboard vessels operated by Interstate Oil Transport Co. From 1950 to 1954, he served in the U.S. Navy. Boatman Morgan has retired to Estell Manor, N.J.

### BILLIE E. PADGETT

**PADGETT**, 65, first sailed with the SIU in 1980 from the port of Jacksonville, Fla. aboard the *Manhattan Island*, a North American Trailing Corp. barge. Boatman Padgett recently signed off the *Dodge Island*, another of the company's barges. A native of Georgia,



Continued on page 20

# Final Departures

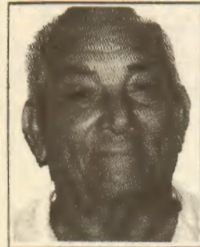
## DEEP SEA

### JOSEPH L. ACY



Pensioner Joseph L. Acy, 88, passed away August 29. Brother Acy started his career with the Seafarers in 1941 in the port of New Orleans. The Louisiana native sailed in the steward department. He resided in Chalmette, La. and began receiving his pension in July 1977.

### FAUSTINO ALEJANDRO



Pensioner Faustino Alejandro, 79, died September 18. Born in Puerto Rico, he joined the SIU in 1941 in the port of Philadelphia. Brother Alejandro sailed as a member of the engine department. From 1945 to 1946, he served in the U.S. Army. Brother Alejandro had retired to his home in Fajardo, P.R. in April 1982.

### MURPHY ALLISON



Pensioner Murphy Allison, 70, passed away July 22. He first sailed with the Seafarers in 1968 from the port of New York aboard the *Cities Service Baltimore*. A native of Louisiana, he was a member of the engine department and upgraded frequently at the Lundeberg School in Piney Point, Md. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. Brother Allison began receiving his pension in November 1990.

### CONSTANTINO ANTONIOU



Pensioner Constantino Antoniou, 82, died May 25. Brother Antoniou began sailing with the SIU in 1942 from the port of New York. The deck department member last sailed as a bosun. Born in Antwerp, Belgium, he retired in January 1976.

### HAROLD L. AUSTIN



Pensioner Harold L. Austin, 74, passed away August 7. A native of Hawaii, he joined the Marine Cooks & Stewards (MC&S) in 1957 in the port of Seattle, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Austin last sailed as a chief steward. He lived in Seattle and began receiving his pension in August 1988. A veteran of World War II, he served in the U.S. Navy from 1940 to 1946.

### HERBERT P. CALLOE

Pensioner Herbert P. Calloe, 70, died September 10. Brother Calloe started sailing with the Seafarers in 1961 from the port of Jacksonville, Fla. A native of Massachusetts, he sailed in the engine department and upgraded at the Lundeberg School. He last sailed as a chief electrician. From 1943 to 1959,

he served in the U.S. Navy. Brother Calloe retired to his home in Jacksonville, Fla. in May 1991.

### FREDDIE BAPTISTE



Pensioner Freddie Baptiste, 86, died September 19. Born in Louisiana, he started his career with the Seafarers in 1941 in the port of New Orleans. Brother Baptiste sailed as a member of the steward department. During World War II, he served in the U.S. Army from 1942 to 1945. Brother Baptiste retired to his home in New Orleans in November 1975.

### PAUL D. BAUTISTA

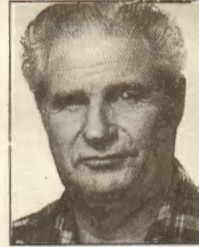


Pensioner Paul D. Bautista, 85, passed away August 8. He joined the MC&S before that union merged with the SIU's AGLIWD. Brother Bautista last sailed as a chief cook. He began receiving his pension in July 1974.

### ANASTACIO ENCARNACION

Pensioner Anastacio Encarnacion, 84, passed away August 6. Born in Puerto Rico, he joined the MC&S in 1951 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Encarnacion began receiving his pension in January 1979.

### ADEN EZELL



Pensioner Aden Ezell, 70, died September 19. A native of Florida, he joined the SIU in 1956 in the port of Mobile, Ala. Brother Ezell sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification program in 1979. From 1944 to 1946, he served in the U.S. Army. Brother Ezell retired in June 1988.

### JAMES FLYNN

James Flynn, 40, passed away February 6. Brother Flynn graduated from the Lundeberg School's entry level training program for seamen in 1977 and joined the union in the port of Piney Point, Md. His first ship was the *San Pedro*, operated by Sea-Land Service, Inc. A native of Massachusetts, he sailed in the engine department and upgraded his skills at the Paul Hall Center in Piney Point, Md.

### DONALD M. HARTMAN



Pensioner Donald M. Hartman, 74, died August 23. A native of South Dakota, he began sailing with the Seafarers in 1947 from the port of Baltimore. Brother Hartman last sailed in the deck department as a bosun. He retired in April 1971.

### KARL A. HELLMAN

Pensioner Karl A. Hellman, 78, passed away September 13. Brother Hellman started his seafaring career with the SIU in 1946 in the port of New York. Born in Sweden, he



sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1974. Brother Hellman lived in Renton, Wash. He began receiving his pension in December 1982.

### FRANK RAKAS



Pensioner Frank Rakas, 69, passed away September 3. Brother Rakas joined the Seafarers in 1946 in the port of New York. The Pennsylvania native sailed in the steward department. He began receiving his pension in July 1991.

### ROBERT RAMIREZ



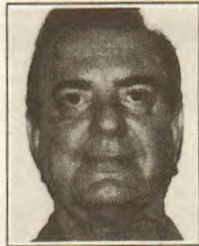
Robert Ramirez, 43, died November 4, 1995. Born in Puerto Rico, he graduated from the Lundeberg School's entry level training program in 1970 and joined the SIU in the port of New York. Brother Ramirez sailed in the deck department and upgraded his skills at the union's training facility in Piney Point, Md.

### HAROLD B. RAY



Harold B. Ray, 60, passed away August 7. He started his career with the Seafarers in 1954 in the port of Mobile, Ala. His first ship was the *Patriot*, operated by Alcoa. The New Jersey native sailed in the engine department.

### WILLIAM P. ROBERTS



Pensioner William P. Roberts, 70, died July 30. Born in California, he began his career with the MC&S, before that union merged with the SIU's AGLIWD. Brother Roberts began receiving his pension in February 1971.

### DEBORAH J. ROSE



Deborah J. Rose, 40, passed away August 21. Sister Rose graduated from the Lundeberg School's special stewards program in 1982 and joined the union in the port of Piney Point, Md. A native of Virginia, she first sailed aboard the *Sea-Land Patriot* as a member of the steward department.

### SPENCER RYANS JR.

Pensioner Spencer Ryans Jr., 44, died September 29. Born in Texas, he graduated from the Lundeberg School's entry level training program for seamen in 1971 and joined the Seafarers in the port of Piney Point, Md. Brother Ryans sailed in

the steward department and upgraded to chief cook at the Lundeberg School. Prior to receiving his pension in April 1996, he sailed aboard the *Liberty Wave*, operated by Liberty Maritime.

### EDWARD J. SCHIEDER

Pensioner Edward J. Schieder, 80, passed away September 16. He began sailing with the SIU in 1950 from the port of New Orleans. The Louisiana native sailed in the engine department. He began receiving his pension in August 1976.

### DARRELL L. SHARP

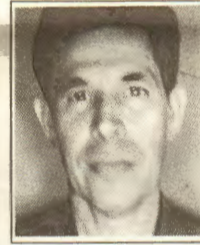
Pensioner Darrell L. Sharp, 72, passed away August 12. A native of Oregon, he joined the MC&S in 1946, before that union merged with the SIU's AGLIWD. Brother Sharp's first ship was the *Edward Everett*, operated by American Mail. Prior to his retirement in October 1970, he signed off the *Permanente Silverbow*, operated by Permanente Steamship Co.

### RANDY SMITH



Randy Smith, 43, died August 19. Born in Maryland, he joined the Seafarers in 1978 in the port of Piney Point, Md. Brother Smith first sailed aboard the *Overseas Valdez* as a member of the deck department. He later upgraded his skills at the Lundeberg School. From 1969 to 1973, he served in the U.S. Navy.

### CHARLES URIBE



Pensioner Charles Uribe, 95, passed away September 12. He started his career with the SIU in 1949 in the port of New York. Born in Chile, he last sailed as an electrician. Brother Uribe began receiving his pension in February 1969.

### FRED VANCE

Pensioner Fred Vance, 69, died September 11. Brother Vance began sailing with the Seafarers in 1953 from the port of Cleveland, Ohio. He later transferred from Great Lakes vessels to the deep sea division. Brother Vance sailed in the engine department and upgraded to QMED at the Lundeberg School. From 1945 to 1950, he served in the U.S. Army. Brother Vance retired in January 1989.

## INLAND

### JAMES S. BACON



Pensioner James S. Bacon, 71, passed away May 12. A native of Texas, he started his career with the Seafarers in 1968 in the port of Houston. Boatman Bacon last sailed in the deck department as a captain. He began receiving his pension in June 1987.

### WILLIAM V. BLOODSWORTH

Pensioner William V. Bloodsworth, 67, died August 23. Boatman Bloodsworth first sailed in 1945 aboard the *Lewis F. Boyer*, operated by Interstate Oil Transport, and joined the SIU in 1961 in the port of Philadelphia. The Maryland native sailed as a captain. He began receiving his pension in October 1992.

## ANDREW ROBBINS



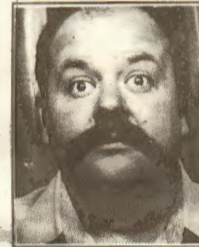
Pensioner Andrew Robbins, 91, passed away August 31. Born in North Carolina, he started his career with the Seafarers in 1961 in the port of Norfolk, Va. Boatman Robbins sailed in the deck department. He retired in April 1972.

## ALEX C. WOODWARD

Pensioner Alex C. Woodward, 90, died September 28. He began sailing with the SIU from the port of Port Arthur, Texas. A native of Louisiana, he sailed in the engine department. Boatman Woodward began receiving his pension in August 1966.

## GREAT LAKES

### CHARLES A. "TINY" BAUER



Charles A. "Tiny" Bauer, 60, passed away May 13. Born in Wisconsin, he began sailing with the Seafarers in 1973 from the port of Chicago. Brother Bauer sailed in the steward department and upgraded at the Lundeberg School. From 1952 to 1956, he served in the U.S. Army.

### JOSEPH ROLLINS



Pensioner Joseph Rollins, 74, died September 22. Brother Rollins started his career with the SIU in 1961 in the deep sea division aboard the *Mt. Evans*, operated by American Transport. He later transferred to Great Lakes vessels, sailing in the steward department. Born in Canada, he became a U.S. citizen. He retired in September 1987.

## ATLANTIC FISHERMEN

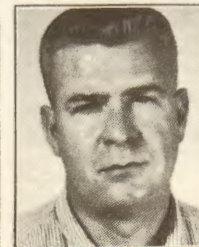
### AUGUSTINE P. "GUS" DOYLE



Pensioner Augustine P. "Gus" Doyle, 82, passed away August 22. Born in Canada, he immigrated to Gloucester, Mass. at age 15 and began his fishing career aboard the *Adventure* as a catchee and joined the Atlantic Fishermen's Union in the port of Gloucester, Mass., before it merged with the AGLIWD. Brother Doyle worked his way up to captain and retired in May 1973.

## RAILROAD MARINE

### GEORGE A. BUTLER



Pensioner George A. Butler, 67, passed away July 28. A native of New Jersey, he began sailing as a deckhand in 1944 for the Erie-Lackawanna Railroad Marine Department and joined the Seafarers in 1963 in the port of New York. Brother Butler resided in Eastport, Me. and began receiving his pension in November 1990.

# Digest of Shipboard Union Meetings

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

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

**ITB GROTON** (Sheridan Transportation), June 15—Chairman **Sidney Wallace**, Secretary **Timothy Dowd**, Educational Director **Pedro Santiago**, Steward Delegate **Mohamed Hussein**. Chairman advised crew to get STCW identification certificate prior to October 1. He also reminded crewmembers to check expiration dates on z-card, clinic card and benzene card. Secretary stressed importance of attending tanker operation/safety course at Piney Point for continued service aboard tankers. No beefs or disputed OT reported. Bosun urged all members to read *Seafarers LOG* for information on how to obtain STCW certificate. Crew extended special vote of thanks to galley gang for extraordinary efforts taken to keep crewmembers happy. Next port: Charleston, S.C.

**ROBERT E. LEE** (Waterman Steamship Co.), July 13—Chairman **G. Corelli**, Secretary **Miguel Pabon**, Educational Director **Joe Burkette**, Deck Delegate **Michael Moore**, Engine Delegate **Victor Mondecí**, Steward Delegate **Leopoldo Ruiz**. Chairman discussed shipboard regulations with crewmembers. No beefs or disputed OT reported. Bosun and crewmembers praised contracts department and union leadership for outstanding job done in negotiating new agreement. Crewmembers noted October 1 deadline for STCW identification certificates.

**SEA-LAND CONSUMER** (Sea-Land Service), July 21—Chairman **Frances Adams**, Secretary **Jerome Jordan**, Educational Director **Irwin Rousseau**, Engine Delegate **Almus Allen N.**, Steward Delegate **Arthur Lang**. Chairman thanked crew for safe and productive voyage. He urged all members to contribute to SPAD. Secretary thanked crewmembers for keeping ship clean and putting safety first at all times. Educational director reminded crew to upgrade at Piney Point as often as possible. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**CHARLESTON** (Apex Marine), August 29—Chairman **Anthony Maben**, Secretary **German Rios**, Educational Director **Charles Mispagel**. Chairman announced payoff upon arrival in port of Baltimore. Secretary urged all members to write their senators asking for their support of maritime legislation and to stop reflagging of U.S. ships. He also stressed importance of SPAD donations in upcoming presidential and congressional elections and encouraged crewmembers to support union activities whenever possible. Educational director noted necessity of attending tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for superb meals and asked contracts department to look into increasing pension benefits for SIU members. Next port: St. Croix, U.S.V.I.

**ITB GROTON** (Sheridan Transportation), August 23—Chairman **Sidney Wallace**, Secretary **Ali Hassan**, Educational Director **Pedro Santiago**. Bosun reminded crewmembers to get STCW identification certificate before October 1 deadline. Secretary reported vessel scheduled for shipyard September 2. Educational director advised crewmembers of importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew requested lightweight overalls for warm weather months.

**LEADER** (Kirby Tankships), August 31—Chairman **Ricardo Ramos**, Secretary **Eva Myers**, Steward Delegate **Kenneth Bethea**. Chairman advised crew ship under old contract until June 15, 1997. Bosun reminded all members to be on time for watches. Crew extended special vote of thanks to Bosun **David Giaves**. Educational director reminded members to obtain STCW identification certificates before October 1. He also urged crew to attend tanker operation/safety course at Lundeberg School as soon as possible. No beefs or disputed OT reported. Chairman suggested crew check with captain regarding transportation to and from ship while in port. He also thanked entire crew for jobs well done. Next port: Alliance, La.

**LIBERTY SPIRIT** (Liberty Maritime), August 18—Chairman **Terry Cowans**, Secretary **C. Michael Davalie**, Deck Delegate **Juan Rivas**, Engine Delegate **Oscar Padilla**, Steward Delegate **George Carter**. Educational director encouraged all SIU members to upgrade at Piney Point whenever possible. No beefs or disputed OT reported. Crew asked contracts department to clarify overtime rate for cleaning cargo holds.

**LIBERTY SUN** (Liberty Maritime), August 25—Chairman **Robert Trigg**, Secretary **Robert Scott**, Educational Director **Kenneth Stratton**. Secretary thanked union for excellent new contract. Treasurer announced \$200 in ship's fund. No beefs or disputed OT reported. Crew requested new microwave, toaster, washing machine and dryer. Crew gave galley gang vote of thanks for outstanding salad bar. Steward **Scott** thanked union for "always being there" for members. Next port: Houston.

**OMI COLUMBIA** (OMI Corp.), August 18—Chairman **Gregory Hamilton**, Secretary **Dana Zuls**, Steward Delegate **Mary Brayman**. Bosun discussed proper procedure for holding shipboard union meetings. He also distributed outline of new contract to crewmembers. No beefs or disputed OT reported. Chairman urged all members to read SIU President **Mike Sacco's** monthly report in *Seafarers LOG*. Crew thanked steward department for job well done. Next ports: Valdez, Alaska, El Segundo and Long Beach, Calif.

**OVERSEAS MARILYN** (Maritime Overseas), August 27—Chairman **M.A. Galliard**, Secretary **Henry Manning**, Deck Delegate **Robert Kindrick**, Engine Delegate **David Dunkin**, Steward Delegate **John Foster**. Chairman noted new mattresses and pillows received and issued to all crewmembers. He reported ship will dock in Houston for six days before sailing to Florida and New Orleans. Bosun informed crew that ship will reduce its speed to allow tropical storm to pass. Educational director discussed importance of upgrading at Piney Point. No beefs or disputed OT. Crew thanked galley gang for job well done preparing excellent food.

**SEA-LAND ENTERPRISE** (Sea-Land Service), August 22—Chairman **Steve Kastel**, Secretary **Julio Roman Jr.**, Educational Director **Thomas Hogan**, Deck Delegate **James Inskeep**, Steward Delegate **Bob Racklin**. Chairman asked crewmembers to consider increasing their SPAD donations when signing vacation forms. He thanked entire crew

for good voyage and hard work. Secretary also encouraged members to donate to SPAD. Educational director urged crewmembers to attend upgrading courses at Paul Hall Center and continue writing members of Senate to ask for their support of maritime revitalization legislation. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Oakland, Calif.

**SEA-LAND PERFORMANCE** (Sea-Land Service), August 25—Chairman **Richard Moss**, Secretary **Larry Ewing**, Educational Director **Daniel Johnson**. Chairman announced ship will pay off upon arrival in port of Charleston, S.C. Educational director advised crew on importance of upgrading at Lundeberg School.

**SEA-LAND QUALITY** (Sea-Land Service), August 19—Chairman **Ronald W. Dailey**, Secretary **T.J. Smith**, Educational Director **Angel Hernandez**, Deck Delegate **Martin P. Rosen**, Engine Delegate **Jaime Landeira**, Steward Delegate **Ossie D. Statham**. Bosun noted he will sign off ship in port of Charleston, S.C. He stated captain is looking into why lounge chairs ordered for crew lounge have not been received. Educational director reminded crew of importance of attending tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Chairman requested crew rewind videotapes after viewing. Next ports: Charleston, S.C., Port Everglades, Fla., Houston and Jacksonville, Fla.

**SEA-LAND SPIRIT** (Sea-Land Service), August 27—Chairman **Evan J. Bradley**, Secretary **Ray C. Agvulos**, Educational Director **Charles C. Henley**, Deck Delegate **Chris Taylor**, Engine Delegate **Ronald Giannini**, Steward Delegate **Richard Casuga**. Chairman announced ship heading for U.S. after shuttling in the Far East. First port of call will be Tacoma, Wash. Crew discussed new contract and possibility of starting ship's fund. Steward gave special thanks to deck and engine department members for cooperation in keeping ship clean. He noted good crew and good trip. Engine and steward delegates reported disputed OT. No beefs or disputed OT reported by deck delegate.

**WILLAMETTE** (Kirby Tankships), August 25—Chairman **Billy Hill**, Secretary **Oscar Angeles**, Educational Director **Tracy Hill**, Deck Delegate **D. Endom**, Engine Delegate **Craig Croft**, Steward Delegate **Juan Gonzalez**. Chairman announced payoff in Texas, and crew discussed formation of movie fund. Bosun asked all members signing off to clean rooms and replace linens. Treasurer announced \$57 in ship's fund. No beefs or disputed OT reported. Bosun thanked all departments for excellent teamwork. Next port: Port Arthur, Texas.

**SEA-LAND CHALLENGER** (Sea-Land Service), September 1—Chairman **Roy Williams**, Secretary **Donna Jean Clemons**, Educational Director **Angel Mercado**, Deck Delegate **John T. Emrich**, Engine Delegate **Samuel Garrett**, Steward Delegate **Mario Firme**. Educational director reminded crewmembers to upgrade at Lundeberg School. Crew discussed movie fund. No beefs or disputed OT reported. Crew noted several dishes they would like galley gang to prepare on occasion. Next ports: Oakland and Long Beach, Calif.

**CHARLES L. BROWN** (Transoceanic Cable), September 26—Chairman **Roger J. Reinke**, Secretary **Glenn C. Bamman**, Educational Director **Joseph W. Stores**, Deck Delegate **Bernardo Cruz**, Engine Delegate **Ahmed N. Madari**, Steward Delegate **Allan Sim**. Chairman reported new TV on order. Crew noted dirty water coming from ship's pipes and discussed use of water filters in galley and obtaining another source of drinking water for crewmembers. Chairman announced payoff on September 30. Educational director urged members to upgrade at Paul Hall Center. No

beefs or disputed OT reported. Crew thanked steward department for job well done. Steward delegate reminded crewmembers to clean up mess hall after breaks and night lunches. Next port: St. Thomas, U.S.V.I.

**DUCHESS** (Ocean Duchess, Inc.), September 19—Chairman **Robert Allen**, Secretary **Raymond Jones**. Bosun advised deck gang to always wear support belts and bump caps while working on deck. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crewmembers working 12-to-4 watch asked others to keep noise down in passageways when they are trying to sleep. Crew asked contracts department to consider medical insurance cards.

Point during time on beach. Treasurer announced \$280 in ship's fund. No beefs or disputed OT reported. Chairman and crew commended Vice President **Contracts Augie Tellez** and negotiating committee for terrific job on new ETC contract. Steward delegate and crew discussed new food arrangements with company. Crew noted quality of stores has improved, however, quantity seems to be reduced. Steward noted many items are completely depleted before end of store cycle. Crew thanked galley gang for excellent job preparing meals. Next ports: Osaka, Japan, Arun, Indonesia and Nagoya, Japan.

**LONG LINES** (Transoceanic Cable), September 26—Chairman **Hilary Dambrowsky**, Secretary **Jennifer Jim**. Chairman announced ship

## A Blessing Aboard the S-L Crusader



Chief Steward **Gregory Melvin** believes that some of the greatest benefits of being in the SIU are the diverse freedoms and liberties granted to American seamen. In above photo, unlicensed crewmembers and officers have formed a Christian fellowship group which meets nightly aboard the *Sea-Land Crusader*. They are (seated) Steward Utility **Jose de los Santos**, (standing, from left) **AB Rios Razzi**, 2nd Officer **Milton Alvarez**, Radio Officer **Larry Pivic**, **Melvin** and Chief Engineer **Jean Hutchins**. "What a blessing for officers and crew to come together in prayer and bible reading and also to pray to God for our respective unions," Melvin added in a note accompanying the photo.

**1st LT. JACK LUMMUS** (Amsea), September 1—Chairman **Paul Griffin**, Secretary **Kenneth Whitfield**, Educational Director **Peter Kwansjuk**, Deck Delegate **Billy D. Watson**, Engine Delegate **James Lloyd**, Steward Delegate **Ron James Davis**. Crewmembers elected **Bosun Griffin** as new ship's chairman. Chairman discussed union benefits with members. Educational director urged members to take time to upgrade at Paul Hall Center. Treasurer announced \$622.51 in ship's fund. No beefs or disputed OT reported. Next port: Guam.

**JEB STUART** (Waterman Steamship Co.), September 29—Chairman **Floyd Perry**, Secretary **Howard G. Williams**, Educational Director **Nile J. Dean**, Deck Delegate **Charles J. Touzet Jr.**, Engine Delegate **Brian Monnerjahn**, Steward Delegate **Byron Harris**. Secretary noted everything running smoothly. He informed crewmembers on many activities available in **Diego Garcia**. Secretary requested crewmembers receive mail every week rather than every 10 days. No beefs or disputed OT reported. Crew thanked steward department for job well done. Special thanks was given to Chief **Steward Williams** for breakfast bar and enormous salad bar. Crew reported photos of shipboard activities are being sent to *Seafarers LOG*. Next port: Diego Garcia.

**LNG CAPRICORN** (ETC), September 15—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Bruce Smith**, Deck Delegate **Richard Lewis**. Chairman noted most crewmembers will be signing off. He thanked everyone for successful tour. Bosun also expressed pride in deck gang and reminded those signing off to clean room for next crewmember. He urged everyone to have a safe vacation and stressed importance of SPAD donations. Secretary announced vacation forms available aboard ship. Educational director advised crew to upgrade skills at Piney

scheduled for drydock in February 1997. Educational director encouraged members to continue their maritime studies in Piney Point. Treasurer announced \$1,200 in ship's fund. No beefs or disputed OT reported. Chairman noted barbecue scheduled for Friday, September 27.

**SGT. MATEJ KOCAK** (Waterman Steamship Co.), September 29—Chairman **Anjelo Urta**, Secretary **Lonnie Gamble**, Educational Director **Donald Peterson**, Deck Delegate **Sant Persaud**, Engine Delegate **Robert Hines**, Steward Delegate **Michael Brown**. Chairman reminded crewmembers to check z-card renewal date and get STCW identification certificate before October 1. Educational director advised engine department members they have until February to receive STCW certificate. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to look into requiring **Waterman** to pay travel time between U.S. and overseas ports. Steward asked crewmembers to help keep crew lounge clean. He requested that crewmembers not eat meals in lounge during meal hours. Next ports: Malaga and Rota, Spain and Jacksonville, Fla.

**OVERSEAS NEW ORLEANS** (Maritime Overseas), September 29—Chairman **Jerry McLean**, Secretary **Jonathan White**, Educational Director **John Trent**, Deck Delegate **Jim Marsh**, Engine Delegate **Jack Singletary**, Steward Delegate **Thomas Kreis**. Chairman urged all members to upgrade at Lundeberg School as soon as possible. Educational director noted ship receiving *Seafarers LOGs* on time. No beefs or disputed OT reported. Crew requested vacuum cleaner to help keep carpet in rooms and passageways clean. Steward asked all crewmembers to return dirty dishes to galley after use. Next port: Houston.

**SUMMARY ANNUAL REPORT  
FOR MCS SUPPLEMENTARY PENSION PLAN**

This is a summary of the annual report of the MCS Supplementary Pension Plan, EIN 51-6097856 for the year ended December 31, 1995. 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 the Trust. Plan expenses were \$1,106,013. These expenses included \$191,298 in administrative expenses and \$914,715 in benefits paid to participants and beneficiaries. A total of 1,711 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 \$12,273,603 as of December 31, 1995, compared to \$11,202,695 as of January 1, 1995. During the plan year, the plan experienced an increase in its net assets of \$1,070,908. This increase includes unrealized appreciation in the value of the plan assets; that is, the difference between the current 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 any assets acquired during the year. The plan had a total income of \$2,176,921, including employer contributions of \$0, a gain of \$375,527 from the sale of assets, and earnings from investments of \$1,801,394.

**Minimum Funding Standards**

An 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 investment,
3. actuarial information regarding the funding of the plan,
4. service provider and trustee information and
5. reportable transactions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Lou Delma, who is the plan administrator, at 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.00 for the full annual report, or \$.10 per page for any part thereof.

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 copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefit Administration, Department of Labor 200 Constitution Avenue, N.W., Washington, DC 20210.

**Supplemental Information**

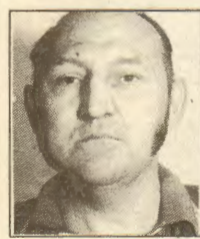
In accordance with the Department of Labor regulations, the net realized gain of \$375,527 as shown above, is computed on the "market-to-market basis"—the difference between the sales price and the market value of an asset as of January 1, 1995; or, if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sales price.

Included in the appreciation in fair market value of investments of \$1,471,562 as shown on the financial statements is \$177,055 of net realized gain, which is the difference between the sales price and the original cost of the assets.

**Pensioners**

*Continued from page 17*

Boatman Padgett sailed in the deck department on both inland and deep sea vessels. From 1950 to 1954, he served in the U.S. Navy. Boatman Padgett resides in Lake Park, Ga.



**CHESTER J. SADOWSKI**, 65, began sailing with the MC&S in 1966 from the port of Wilmington, Calif., before

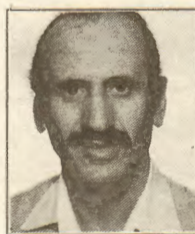
that union merged with the SIU's AGLIWD. His first ship was the *President Taft*, operated by American President Lines. The New Jersey native later transferred to the inland division and upgraded at the Lundeberg School. Boatman Sadowski last sailed aboard the *Sea Robin*, a Crowley tug. From 1951 to 1955, he served in the U.S. Air Force. Boatman Sadowski lives in Paramount, Calif.

**WILLIAM G. TUCKER**, 55, started his career with the Seafarers in 1967 in the port of Houston. Boatman Tucker sailed in the deck department and upgraded his



skills at the Lundeberg School. He last sailed as a captain aboard the *Admiral Jackson*, operated by Crescent Towing of Mobile. Boatman Tucker makes his home in Chickasaw, Ala.

**GREAT LAKES**



**MOSID A. ELGARMI**, 52, began sailing with the Seafarers in 1967 from the port of Detroit.

Brother Elgarmi sailed primarily aboard vessels operated by American Steamship Co., last serving as a member of the steward department aboard the *Walter J. McCarthy*. Born in Yemen, he has retired to Dearborn, Mich.

**EDWARD H. LISZEWSKI**, 65, first sailed with the SIU in 1959 from the port of Detroit aboard the *S.J. Murphy*, operated by Buckeye Steamship. The Ohio native worked in the engine department, last sailing aboard the *Kinsman Enterprise*, a Kinsman Lines, Inc. vessel. From 1955 to 1957, he served in the U.S. Navy. Brother Liszewski makes his home in Seminole, Fla.

**RAILROAD MARINE**

**ANTONIO TREGLIA**, 62, began sailing with the Seafarers in 1977 from the port of New York. Born in Italy, he worked primarily for New York Cross Harbor Railroad. Brother Treglia lives in Brooklyn, N.Y.



**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 to 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 union headquarters.

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

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

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

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

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

## Labor News

### Steelworkers Return to Bridgestone/Firestone While Campaign for Justice Continues

The fight for justice at Bridgestone/Firestone by Steelworkers continues even though the company has called back nearly all union members who had been on strike for more than two years.

Steelworkers at Bridgestone/Firestone who have returned to their jobs are working without a contract and under company-imposed work rules—including mandatory 12-hour shifts.

According to John Sellers, the newly elected executive vice president of the Steelworkers' Rubber/Plastics Industry Conference (formerly known as the United Rubber Workers of America before merging with the Steelworkers), the union's international campaign against Bridgestone/Firestone will continue because at least 150 workers remain off the job. Those who were not called back by the company were fired on strike-related charges or as part of a long-standing harassment campaign against union members, stated Sellers.

The remaining 2,300 Steelworkers who were illegally replaced by the tire maker are back at work or have been notified to return to their jobs.

Other unresolved issues include negotiating and securing a fair contract, gaining millions of dollars in back pay the company owes the strikers as dictated by National Labor Relations Board (NLRB) rulings and settling the company's unfair labor practices. (In November 1995, the NLRB ruled that the strike was partially due to Bridgestone/Firestone's unfair labor practices.)

In July 1994, after Bridgestone/Firestone refused to negotiate a fair contract, 4,000 Steelworkers walked off the job. Ten months later, workers halted the strike. However, during the walkout, the company hired 2,300 scabs to replace the Steelworkers.

The Steelworkers began an international 'black flag' campaign against the Japanese-owned company early this year. In auto racing, a black flag is the traditional symbol used for disqualifying a car for outrageous rules violations. The 'black flag' campaign is asking consumers not to buy Bridgestone/Firestone products or use services offered by the company until all workers are returned to work with back wages and a fair contract. The 'black flag' list includes Bridgestone/Firestone tires, golfing equipment, sporting goods and auto repairs at Bridgestone-owned MasterCare centers around the U.S. and Canada.

According to the Steelworkers, the campaign has been an overwhelming success in that it has generated resolutions by 31 government bodies around the U.S. which have agreed to stop purchasing Bridgestone/Firestone products. It also has caused many tire dealerships, including the largest in New Orleans, to refuse to sell Bridgestone tires. Steelworkers have handed out fliers at MasterCare centers in the U.S. and Canada describing the company's abuse of its workers, the environment and workplace safety standards found in Bridgestone/Firestone plants.

Additionally, in July, the United Auto Workers and the Saturn division of General Motors agreed to support the Steelworkers by allowing their customers to request an alternate brand of union-made tires, at no charge, in place of the Firestone tires on new Saturn cars.

### Lane Kirkland Nominated by President Clinton To the U.S. Institute for Peace

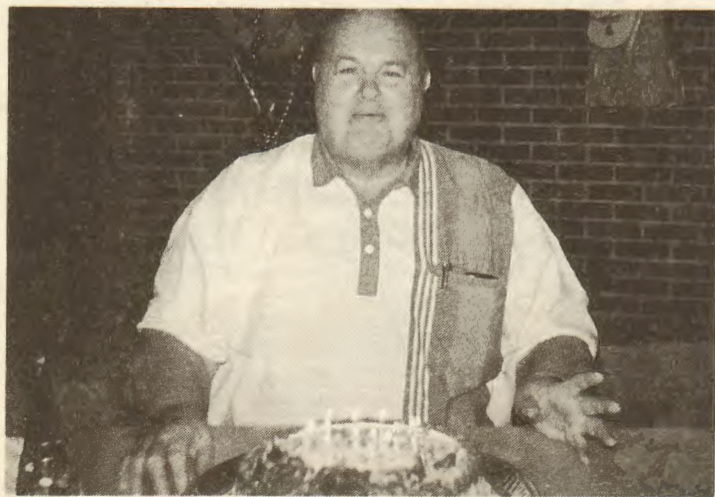
President Clinton has nominated retired AFL-CIO President Lane Kirkland to serve on the board of directors of the United States Institute of Peace.

Established in 1948, the Institute of Peace is a bipartisan board which promotes global peace and the resolution of international conflict, without violence, through education, training, research and public information.

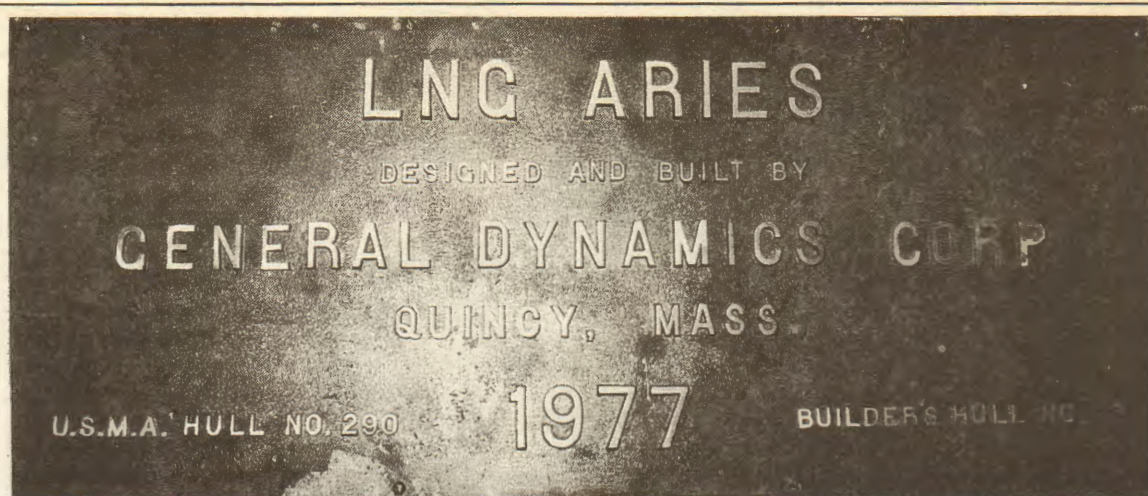
Kirkland retired as head of the nation's federation of labor—a position he held for 16 years—on August 1, 1995. After graduating from the U.S. Merchant Marine Academy in Kings Point, N.Y. in 1942, Kirkland sailed as a member of the Masters, Mates and Pilots during World War II as a deck officer. He served aboard seven different vessels carrying ammunition and other materiel. Following the war, he worked on the research staff for the American Federation of Labor.

Kirkland held several other positions within the labor movement before being elected secretary-treasurer of the AFL-CIO in 1969. He held the position until his election as president during the AFL-CIO's 1979 convention.

### Happy Birthday, Joe!



SIU Retiree Joe Bidzilya often prepares breakfast for fellow pensioners who visit the union hall in Philadelphia. Recently, his union brothers and sisters showed their appreciation by throwing a birthday party for Bidzilya, who turned 67 on September 19. "We just wanted to show him how much his kindness means to us," noted Bidzilya's friend Jean O'Keefe, who sent this photo to the *Seafarers LOG*.



## Hard Work and Dedication Keep LNG Aries in Top Form

Spotless decks and engines as well as superb meals are the pride of Seafarers aboard the *LNG Aries*.

Many hours of hard work and dedication displayed by SIU members contribute to the overall efficiency of the 19-year-old liquified natural gas (LNG) carrier.

Bosun Zaine Basir and members of the deck gang make sure to keep the outward cleanliness and beauty of the *Aries* at a peak.

QMEDs Jose Quinones and Dasril Panko and other members of the engine department expertly maintain the LNG ship's power plants to ensure they are in top form to keep up with the vessel's busy schedule of shuttling cargo between Tobata, Japan and Bontang, Indonesia.

Chief Steward Robert Brown, Chief Cook Albert Fretta and SAs Andre Graham and William Smalley create healthy menus to help keep the crew fit and best-equipped to perform their shipboard duties.

Each voyage between Japan and Indonesia takes approximately five days, including 12 hours each for loading and discharging the cargo.

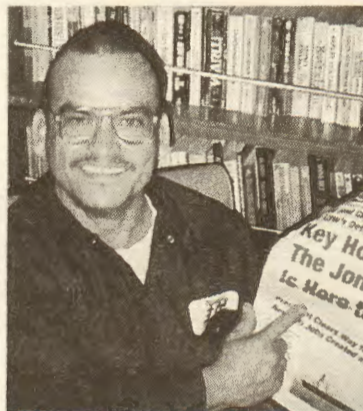
However hectic the routine, Seafarers still find ways to enjoy shipboard life. Regular union meetings and crew cookouts provide Seafarers the chance to discuss issues involving the union and the state of the maritime industry and catch up on other news.

According to Assistant Vice President Bob Hall, who recently visited *Aries* crewmembers while the ship was in Japan, the new contract recently ratified by the LNG crews has contributed to a sense of well-being aboard the vessel, operated by ETC.

"The crew is very pleased with the new five-year contract which will keep the ETC fleet sailing at least until the year 2000," Hall stated.

"The *Aries* crew has a bunch of good union guys who are hard workers and maintain a nice, clean ship," he added.

Like its LNG sister ships (the *Aquarius*, *Capricorn*, *Gemini*, *Leo*, *Libra*, *Taurus* and *Virgo*), the *Aries* is more than 900 feet long and has a cargo capacity of 125,000 cubic meters of liquified natural gas.



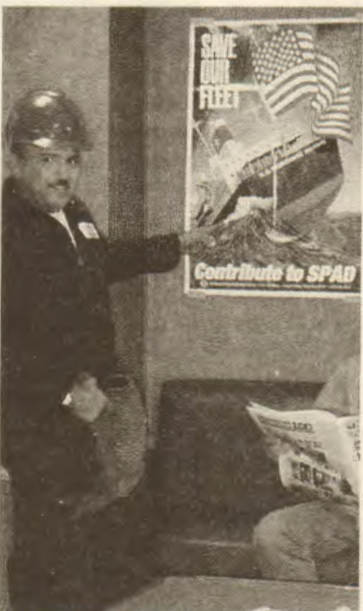
QMED Jose Quinones points to the May 1996 *Seafarers LOG* which announced final approval for the export of Alaskan oil.



Chief Cook Albert Fretta begins preparations for a special dinner for crewmembers aboard the SIU-crewed *LNG Aries*.



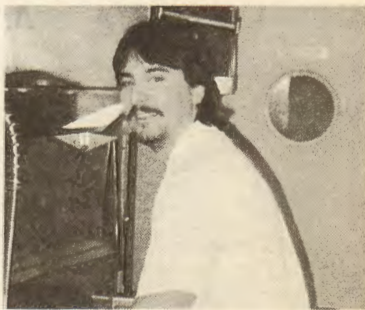
Reading a recent issue of the *Seafarers LOG*, Bosun Zaine Basir (right) keeps DEU Derek Coriary informed as well.



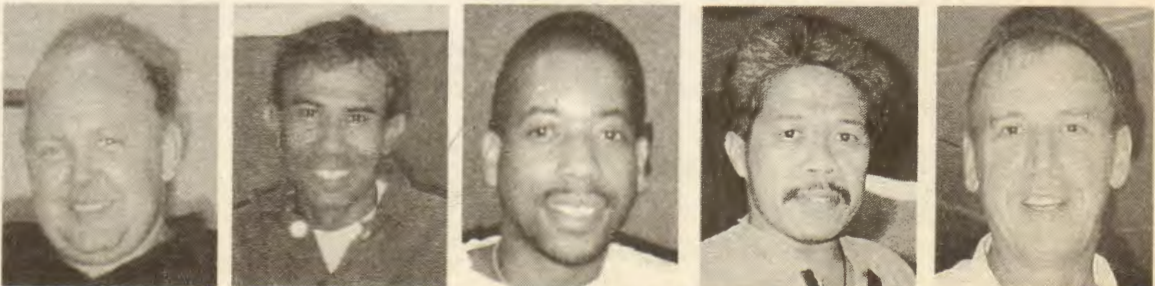
AB Angel Perez notes the importance of SPAD contributions to the future of the maritime industry.



Reporting to the deck to assist with a cargo transfer is AB Ralph Neal.

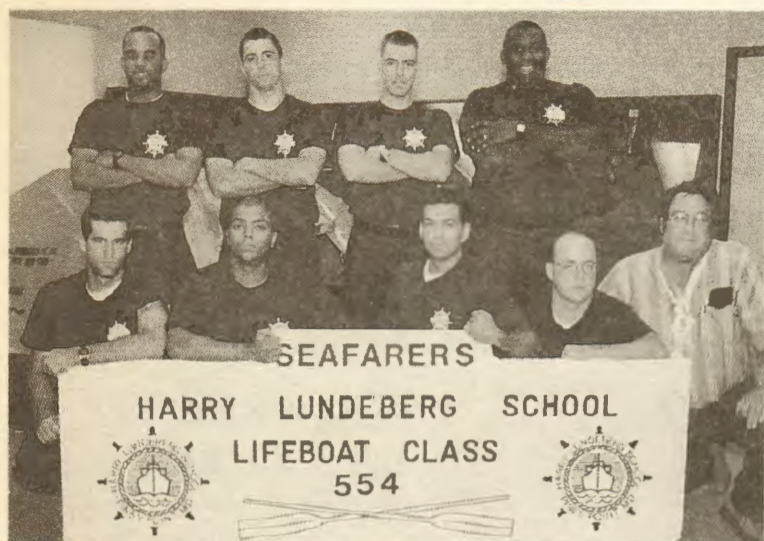


Chief Steward Robert Brown cleans up the galley after lunch.

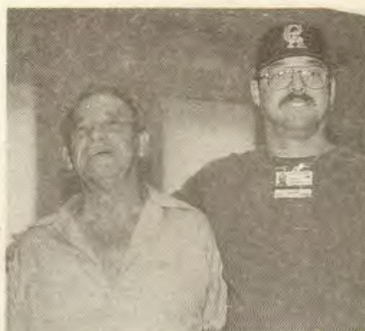


Participating in the union meeting aboard ship are (from left) AB Donald Peterson, AB Amir Kasim, SA Andre Graham, QMED Dasril Panko and SA William Smalley.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 554**—Graduating from trainee lifeboat class 554 are (from left, kneeling) Joshua Strong, James Gasca, Glenn Coursen II, Todd Buckingham, Tom Gilliland (instructor), (second row) Kevin Collins, Timothy Revere, Joshua Faughn and Bobby Norman.



**Upgraders Lifeboat**—Chris Earhart (right) is congratulated by his instructor, Ed Boyer, after completing the upgraders lifeboat course on September 17.



**Marine Electrical Maintenance**—Members of the October 3 graduating marine electrical maintenance class are (from left) Mark Jones (instructor), Douglas Felton, Mohamed Alsinai, William Carlin and Herman Manzer.



**Advanced Firefighting**—Upgrading SIU members completing the advanced firefighting course on October 1 are (from left, kneeling) Christine Carneal, James Siefer, Christopher Beaton, Michael Briscoe, Charlie Durden, Tony Albright, Fred Gibson, Gary Vargas, (second row) Luke Pierson, Chris Earhart, Daniel Boutin, Troy Williams, Jamie Hall, Charles Fincher, Andre Carriere, Rolfe Welch, Charles Sandino, (third row) Shawn Orr, Jim Larkin, Ben Magliano, Darren Collins, Nick Marcantonio, Brien Collins, Jon Beard, John Smith (instructor), Roger Waserman, Robert Walker.

**Tankerman Assistant Cargo Course**—Seafarers completing the tankerman assistant course (formerly known as the tanker operation/safety course) on October 1 are (from left, kneeling) Jim Shaffer (instructor), John Bimpong, Alex Resendez III, Clyde Luse, Kevin Kellum, Jerome Torrence, Alex Lottig, Herbert Lopez-Rodriguez, (second row) Stephen Treece, Francisco Sousa, Larry Johnson, Daniel Rhodes, Hasan Rahman, Mohamed Muthanna, Mary Lopez, Michael Amador, (third row) Anthony Jones, Christopher Kirchofer, Oscar Wiley Jr., Donald Morgan, James McDaniel, Ronnie Day, Gerhard Schwarz and Eric Orscheln.



**Tankerman Assistant Cargo Course**—Also graduating from the tankerman assistant cargo course on October 1 are (from left, kneeling) Michael Miller, Oscar Gamboa, Virgilio Donghit, Fernando Mesa, Americo Garayua, Alexander Bermudez, Romualdo Medina, (second row) George Khan, Darrel Koonce Jr., Keith Kirby, Rudy Santos, Scott Kucharski, Brian Lu, Oscar Angeles, Reynaldo Gonzalez, Ben Cusic (instructor), (third row) Michael Merrell, Richard Spence, Thomas Howell, Joseph Caruso, Bryan Bush, Bernard Hutcherson, Donald Huffman and Victor Bermudez.

## LUNDEBERG SCHOOL 1996 - 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between November and December 1996—as well as some courses proposed for the first half of 1997—at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 10	March 4
Bridge Management	January 27	February 7
Radar Certification	January 6 February 10	January 17 February 21
Celestial Navigation	January 13	February 20

### Recertification Programs

Course	Start Date	Date of Completion
Steward Recertification	January 27	February 27
Bosun Recertification	March 3	April 3

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 21	May 30
QMED	January 13	April 2
Power Plant Maintenance	November 4	December 13
Marine Electrical Maintenance I	June 30	August 8
Diesel Engine Technology	January 6	February 13
Refrigeration Systems	February 17	March 27

### Inland Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman - Special	January 6	January 24
Tank Barge PIC	February 10	February 21

### Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Firefighting	November 18 December 16	November 22 December 20
Advanced Firefighting	December 2	December 13
Tankerman Assistant Cargo (formerly Tanker Operation/Safety)	November 18 January 13	December 6 January 31

*This schedule includes a tentative list of some of the classes proposed for the first half of 1997. The Lundeberg School is in the process of finalizing its complete course schedule for next year. As soon as the dates are secured, the schedule will appear in upcoming issues of the Seafarers LOG.*

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)

Address \_\_\_\_\_  
(Street)

\_\_\_\_\_  
(City) (State) (Zip Code)

Telephone \_\_\_\_\_  
(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

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

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

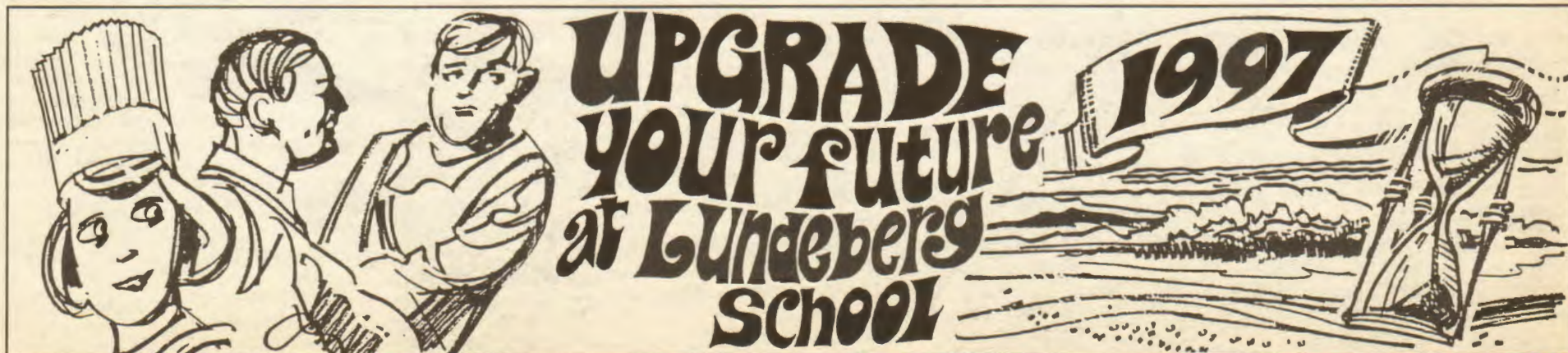
Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

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

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

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

11/96





The

Volume 58 Number 11 November 1996

# Seafarers Log

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

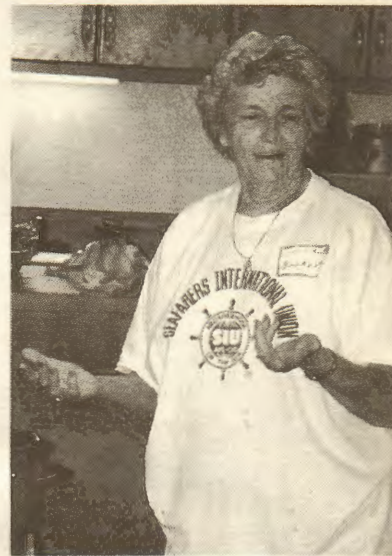
## SUMMARY ANNUAL REPORT

The summary of the annual report for the MCS Supplementary Pension Plan may be found on page 20 in this issue of the LOG.

### Cookout Raises Funds for 'Big Daddy's' Grandson 'Brotherhood of the Sea' Aids Craig Samuels' Battle with Cancer



Chief Cook Alvin Smith checks on one of the six grills used to cook chicken for more than 600 meals.



Beverly Bourgot, widow of charter member Tony Bourgot, offered her help with the barbecue.

**WHEN WORD SPREAD** through the Mobile, Ala. Seafarers hall that "Big Daddy's" grandson was ill, the Brotherhood of the Sea responded in full force.

**John E. "Big Daddy" Samuels**, who passed away in April, was loved and respected by the membership in the Gulf port. Shortly after the retired recertified steward's death, members heard that his grandson, Craig, was battling cancer. Craig is the son of **DEU Kevin Samuels**.

"This is 'Big Daddy's' grandson. We have to do something," recalled Chief Cook **Alvin Smith**, when he heard the news.

"That's the way everybody felt. We have a family down here. If you're a Seafarer, then we are all related," the galley gang member added.

The members in the Mobile hall organized a fund-raising barbecue to help defray some of the expenses associated with Craig's (known as "CJ") illness. Among these expenses are payment for teachers for the homebound third-grader, medical assistants and other related items.

#### Diagnoses a Year Ago

According to Craig's mother, Shannon, the 9-year-old has been battling non-Hodgkin's lymphoma in his chest for more than a year. He has been taking chemotherapy weekly and was taking radiation treatments until he developed a brain infection called aspergillosis during his illness.

"He's a fighter," Mrs. Samuels noted. "We were scared when the infection developed, but Craig has been battling back. The prognosis for him is good."

Seafarers who know and worked with Kevin were not aware of how sick Craig was because "Kevin didn't want to talk about it," Mrs. Samuels stated.

#### Snowball Effect

However, when word got out, things began to happen fast.

"I was told by [retired steward] **Fred Lindsey** when he was taking a donation for the family," Smith recalled. "Then things started to snowball as

Shown at Disney World with Dale is Craig Samuels. The Make a Wish Foundation sent the entire Samuels family to the Magic Kingdom after Craig was diagnosed with cancer.



Taking a break from the activities for Craig Samuels are (from left) Pensioner Samuel Lofton, SA Robert Shamburger, Chief Cook James Harris, Recertified Steward Albert Coale Jr., Patrolman Ed Kelly, Recertified Steward Collie Loper and AB Rodriguez Gonzales.

everyone, including Dave (Carter, port agent), Ed (Kelly, patrolman) and Alicia (Lorge, secretary), went to work on it."

With the help of local unions, businesses and a cancer support organization, the barbecue was set up for October 18 at the Mobile hall. Local television, radio and newspapers publicized the event.

"We were so excited," Mrs. Samuels remembered. "We couldn't believe they would do that." Kevin also was involved in the planning until he caught a job on the *Liberty Star* a week prior to the barbecue.

#### Plenty of Volunteers

More than 30 Seafarers, retirees and their family members began grilling chickens and preparing baked beans and potato salad in the morning. Some people came to the union hall to pick up their food, while other meals were delivered to homes and businesses by Seafarers.

With more than 600 meals served, the fundraiser cleared in excess of \$1,600 for a foundation set up in Craig's name.

"All of us felt good about what we were doing for Craig and his family," noted Chief Cook **Bertrand Wright**. "It meant a lot to all of us—to be

able to do anything to help."

Chief Cook Smith recalled how tired he was around 6 p.m. when he saw still another car pull into the parking lot to order a dinner.

"They said they had seen us on the 5 o'clock news before they went out for dinner. They decided they were going to have dinner with us. It was very gratifying to hear them say that. We were all tired, but we weren't tired then.

"All of us felt good for having played a part in helping Craig."

#### Future Looks Good

Although Craig's prognosis is good, his mother said he still faces years of treatment. He continues to have chemotherapy weekly, while taking 15 different medications for both the cancer and the infection.

Mrs. Samuels stated the brain infection is expected to be gone in a year if there are no further complications. Once he is cured of that, Craig will be able to resume radiation treatments to help the chemotherapy knock out the cancer.

During his year-long battle, he has been in and out of the hospital and lost a year of schooling.

As noted above, the foundation was created to help the

Samuels family with the expenses associated with Craig's illness. Anyone wishing to help Craig and his family may do so by sending a donation to the Craig Samuels Foundation in care of Magnolia Federal Bank, 1950 Government Street, Mobile, AL 36606.

"Everyone has been so helpful," Mrs. Samuels added. "We just ask that you keep Craig in your prayers."



Craig Samuels' mother, Shannon (right), thanks volunteers during the fund-raising barbecue for her son. With her are Francis Lewis-Taylor from a Mobile, Ala. cancer-support group and Recertified Steward Albert Coale Jr.



Ready to get the barbecue started are (from left) Port Agent Dave Carter, Recertified Steward Herbert Scypes and Chief Cook Bertrand Wright.



Among those volunteering for the barbecue was AB Errick Nobles.