

# SEAFARERS LOG



Volume 57, Number 11

November 1995

## Speaking Before the MTD Convention

# *Administration, Congress and Military Officials:*

# America Needs a U.S. Shipping Bill

# Now!

Key legislators, administration officials and military officers pledged their support in the effort to enact a new U.S. shipping program to ensure American sealift capability in times of conflict and to promote economic security. Speaking to the AFL-CIO Maritime Trades Department were, from the top, clockwise, Transportation Secretary Federico Peña, Vice Admiral William A. Earner, Representative Herbert H. Bateman, Maritime Administrator Albert Herberger, Representative Charles Rangel, Representative Neil Abercrombie and New York Mayor Rudolph Giuliani. Pages 11-14.



## President's Report

### Fighting a New Anti-U.S.-Worker Scheme

Up to now, to escape American labor laws and pay scales, U.S. businesses have located factories overseas. In the shipping industry, American operators have transferred their vessels to bargain-basement ship registries operated by cash-starved nations, thereby bypassing American taxes, safety regulations and wage rates. Traditionally, to avoid paying American scales, companies have had to transfer production offshore by some means.



Michael Sacco

That is changing. A loophole in the nation's immigration laws lets American companies avoid paying American scale salaries and benefits by hiring skilled professionals from around the globe and bringing them to the United States. Instead of transferring production overseas, the companies simply import their cheap labor to work in the U.S.

Here's an example of what is happening: A *Washington Post* article recently reported that a giant insurance company based in New York laid off 250 of its computer programmers in New York, New Jersey and New Hampshire, replacing them with temporary workers from India. Of course the so-called temporary programmers from India worked for a fraction of what the 250 American computer professionals earned.

The same article reports that a Chinese company has offered to provide software companies with Chinese computer programmers willing to work for \$500 a month in jobs held by Americans being paid \$5,000 per month.

The reason U.S. companies can get away with this practice is an immigration law. On the books is a provision that allows skilled workers in specialty occupations to enter the United States under "non-immigrant" status. The purpose of the law is to allow scientists, engineers, programmers and others to come to the U.S. in order to lend their particular expertise to an American company.

But what was supposed to be a rarely used practice to allow American businesses to hire the world's best and brightest on a temporary basis has become a scam for importing thousands of workers from countries where individuals will work for a fraction of American wages.

Secretary of Labor Robert B. Reich has asked Congress to close this loophole by preventing businesses from hiring foreign professionals to replace laid-off American workers. The administration's plan deserves the support of Congress and the American public.

While this loophole affects professional employees, if allowed to stand, it establishes a dangerous trend for all workers. Imagine the impact on American jobs if companies are allowed to import individuals from lesser developed countries to take on factory jobs, service work or, closer to home, transportation positions such as truckers, airline pilots, railroad engineers and boatmen.

No longer will American companies have to go offshore to escape U.S. scale wages, benefits and working conditions. By importing foreign labor willing to work for wages a scrap of what Americans earn, U.S. companies could continue to enjoy the advantages of being based in the U.S., close to their markets, while reaping the benefits of paying foreign wage rates.

The SIU will be working with the AFL-CIO and its Maritime Trades Department as well as many unions to try and close this immigration loophole before it spreads. The security of all American workers is at stake.

### Working With New AFL-CIO Officers

Last month, the delegates to the AFL-CIO convention in New York City elected John J. Sweeney as the national labor federation's president, Richard Trumka as secretary-treasurer and Linda Chavez-Thompson as executive vice president.

I have worked for several years with each of them on the AFL-CIO Executive Council and know them all to be truly dedicated to the cause of all working men and women. All of us in the SIU look forward to working with them in their new roles.

Also, we extend our best wishes to Thomas Donahue and Barbara Easterling for their hard work and commitment as they leave the president and secretary-treasurer's positions.

Volume 57, Number 11

November 1995

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

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

## Nuevo San Juan Crewmembers Help Kids' Dreams Come True

When it comes to helping children, especially children in the intensive care unit (ICU) at the Hospital Pediatrico Central in San Juan, P.R. during the holidays, SIU members have been very generous.

A *Seafarers LOG* article last year (October 1994) reported on the many acts of kindness performed by SIU crewmembers aboard the *Nuevo San Juan* of the Navieras NPR Inc. fleet, whose vessels are operated and managed by NPR, Inc. According to a recent letter from the ship's chief steward, K.L. Marchand, the efforts have grown and have had a real impact on the lives of some very sick children.

### How It Began

NPR, Inc. had, for many years, held an annual fundraising drive to collect money for toys for children in the hospital. But in October 1993, Capt. E. Powell of the *Nuevo San Juan* and Santiago Carrero, terminal manager at NPR, Inc., thought about ways to increase donations. Realizing that children are in the hospital every day, they initiated a year-round program which has become "Amigos de los Niños" (friends of the children), and has grown into a non-profit foundation that allows for tax deductible donations.

Crewmembers aboard the *Nuevo San Juan* joined Powell's effort, each pitching in a portion of his salary (usually one hour of premium overtime per pay period) to purchase toys, clothing, medical equipment and other provisions. And the campaign spread, first to crews on other NPR, Inc. vessels and then to the shoregangs in Elizabeth, N.J. and San Juan, P.R.

### How They Help

Crewmembers aboard the ships have been selling t-shirts, ball caps and jackets to raise money to help buy rebuilt medical equipment and to help with other expenses associated with an intensive care unit. Other SIU members in various ports have donated toys which are being put on NPR, Inc. vessels heading into Puerto Rico and delivered directly to the hospital.

But it is not just money and toys that can help. Shoregang members in San Juan and Elizabeth (after receiving permission from NPR, Inc.) have worked with local scrappers to generate money from the sale of various scrap metals which are saved by the crews—materials such as metal, wire, aluminum cans and foil pie pans.

In September 1995, according to Marchand, an additional \$3,000 worth of medical equipment was delivered to the hospital from the various donations. The program also has purchased a small TV for the ICU, coloring books, crayons and toys. Other money has been donated to help renovate areas used by the children, including the repainting of hallways and waiting areas.

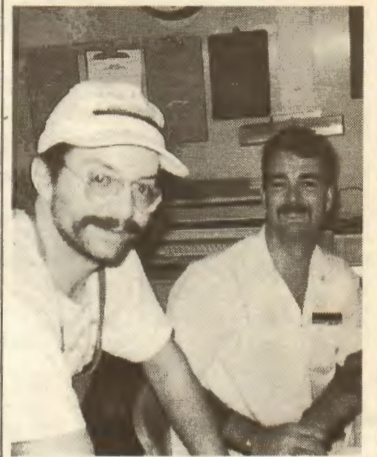
But the real work has just begun, according to Marchand, especially with the holiday season approaching. "How terrible it must be for children who can't understand why they are in the hospital and why they hurt so

much," he noted. And so a Thanksgiving Day party has been planned for this year in addition to the annual Christmas party.

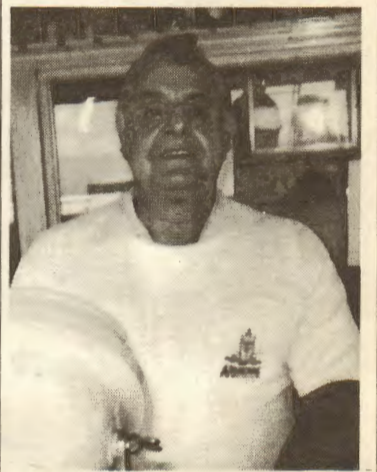
Marchand has seen the results of this program to help sick children. "I didn't really realize how far a little help can go until I saw it with my own eyes," he said. "Doctors and staff members from the intensive care unit at the hospital recently were invited aboard the *Nuevo San Juan* for lunch. I must say, [the vessel] was filled with smiling faces and gratitude to everyone," the chief steward related.

Marchand said that as the guests were leaving, they all came by the galley and personally thanked the steward department for the delicious food, good service and help given to the hospital. "It was a great feeling to know that we can make a difference if we stop to look around to see how we can help," the chief steward said.

It is hoped the campaign will grow and continue to spread to other ships in the SIU. Anyone interested in helping expand the scope of the "Amigos de los Niños" campaign may contact Santiago Carrero at NPR, Inc. at GPO Box 71306, San Juan, PR 00936. In the New York area, one may contact Edward Powell, 253 Princeton Dr., River Edge, NJ 07661; telephone (201) 342-0231.



Some of the "Amigos de los Niños" aboard the *Nuevo San Juan* are (above, from left) Chief Steward K.L. Marchand, Chief Cook B.T. McEleney and (below) AB Edmundo D. Cruz.



## Congress Ready to Review Bill Allowing Alaskan Oil Exports Aboard U.S. Ships

Congressional action is expected this month to approve legislation that will allow the export of Alaskan North Slope oil aboard U.S.-flag tankers.

Compromise legislation has been drafted following passage by the House and Senate of two different pieces of legislation, both of which approve the exclusive use of U.S.-flag vessels for the export carriage of Alaskan North Slope oil.

The compromise committee—led by Senator Frank Murkowski (R-Alaska), chairman of the Senate Energy and Natural Resources Committee, and Representative Don Young (R-Alaska), chairman of the House Resources Committee—has worked out the details to merge S. 395 and H.R. 70 into one bill. Differences in the two measures did not include the provision dealing with U.S. tankers.

Once the compromise bill is completed, the legislation will be introduced in both the House and Senate for debate and vote. Should the bill clear both chambers, it would go to President Clinton for his signature. The president has stated he would approve the measure as long as it calls for U.S.-flag ships to transport the oil overseas.

When S. 396 and H.R. 70 originally were introduced, the SIU testified to both Senate and House committees that the union favored the measures because they would provide jobs for American mariners and keep the U.S.-flag independent tanker fleet on the high seas into the next century.

### Russian Labor Official Visits Paul Hall Center



Victor Nekrassov, who heads the Russian Labour Confederation (Russia's version of the AFL-CIO), made a point to tour the Seafarers Harry Lundeberg School during his visit to the U.S. last month. Nekrassov, the past president of the Seafarers Union of Russia, inspects the Paul Hall Library with Lyuba Frenkel, program assistant with the AFL-CIO's Free Trade Union Institute.



Photo by Bill Burke/Page One

After addressing their goals of organizing more workers, newly elected AFL-CIO President John Sweeney, Executive VP Linda Chavez-Thompson and Secretary-Treasurer Richard Trumka receive the accolades of delegates to the 1995 national labor federation convention.

## Sweeney Elected AFL-CIO President Sacco Re-Elected to Council

John J. Sweeney became the fourth president of the AFL-CIO on October 25 when he was elected to the position during the 21st constitutional convention of the national labor federation held last month in New York City.

Sweeney, president of the Service Employees International Union (SEIU), defeated Thomas Donahue with 56 percent of the more than 13 million votes cast on October 25. Donahue had served as president of the AFL-CIO since Lane Kirkland retired in August.

Besides Sweeney, convention delegates elected Richard Trumka as the federation's secretary-treasurer and Linda Chavez-Thompson to hold the newly created constitutional position of executive vice president.

Delegates approved another change in the federation's constitution, increasing from 33 to 51 the number of people who will serve on the AFL-CIO executive council. SIU President Michael Sacco retained his seat on the council. (He was first elected an AFL-CIO vice president in 1991.)

Immediately following his election as the head of the AFL-CIO, Sweeney called for unity within the labor movement in order to fight for causes important to all working Americans.

"To the more than 13 million workers we represent and to the millions more who are not represented, our commitment is firm and clear. When you struggle for justice, you will not struggle alone," Sweeney told the convention.

Among Sweeney's priorities as president will be organizing. During his campaign for the position, he outlined a program to spend more money on organizing and to train more people to work in the field to bring non-union shops and workers into the AFL-CIO.

"I'm here to tell you that the most important thing we can do starting right now, today, is to organize every working woman and man who needs a better deal and a new voice," the newly elected AFL-CIO president said.

Sweeney also noted the need for state and local central labor councils to be more involved in the federation's work. He pointed out these councils serve as the AFL-CIO's grassroots workers

and should be an active part of the federation's efforts.

Sweeney began his labor career in the Ladies' Garment Workers Union immediately after graduating from Iona College with a degree in economics. In 1960, he became contract director for SEIU Local 32B.

After rising through the local, Sweeney became its president in 1976. The following year, Local 32B merged with Local 32J to create a 70,000-member local of which Sweeney served as president.

In 1980, the New York City native was elected president of the entire SEIU. The next year, he became a member of the AFL-CIO executive council.

Trumka, 46, defeated Barbara Easterling in balloting for the position of secretary-treasurer. Easterling, the first woman to hold the position, was named as secretary-treasurer in August when Donahue moved up to replace Kirkland.

A third-generation coal miner from southwest Pennsylvania, Trumka went to work in the mines when he was 19 and was active in Local 6290 of the United Mine Workers (UMWA). Following his graduation from Penn State and earning a law degree at Villanova University, he worked on the UMWA's legal staff for four years.

Trumka went back to the mines in 1978 and was elected to the union's executive board in 1981. A year later, he became the union's president, a position he held at the time of his election as AFL-CIO secretary-treasurer.

Chavez-Thompson became the federation's first executive vice president after delegates to the convention approved creation of the post in the AFL-CIO's constitution.

She began her 27-year career in the labor movement as a local secretary in Texas for the American Federation of State, County and Municipal Employees (AFSCME). She worked her way through the union's ranks and was elected an AFSCME vice president in 1988.

Chavez-Thompson, 50, became the AFL-CIO's first Hispanic woman vice president when she was elected to the executive council in 1993.

# Senate O.K.'s Funds For U.S. Ship Bill

The U.S. Senate took a major step in passing a 10-year maritime revitalization program when it approved funds for the first year of the measure.

By a voice vote on September 29, legislators approved an amendment offered by Senators Trent Lott (R-Miss.), Daniel Inouye (D-Hawaii) and John Breaux (D-La.) to provide \$46 million within a Fiscal Year 1996 appropriations bill to be used for a U.S.-flag ship program, which is being supported by the SIU.

The vote by the Senate was the first time since maritime revitalization legislation was introduced in 1992 that money actually has been appropriated for the measure. The funds were included in an appropriations bill for the Departments of Commerce, Justice and State and the U.S. Judiciary.

(Although the merchant marine and U.S. Maritime Administration fall under the purview of the Department of Transportation, maritime funding comes within the commerce appropriations bill.)

### Goes to Conference

The funding bill now goes to a joint House-Senate conference committee. A similar House appropriations bill did not include money for maritime revitalization. Under the rules of the Congress, the conference committee may accept the Senate or the House version, or it may take pieces of both and craft its own legislation.

The compromise bill is then presented to both chambers for their approval before it goes to the president for his signature or veto. President Clinton has stated he is in favor of maritime revitalization; however, other measures in the multi-billion-dollar appropriations bill could cause him to veto the measure which would force Congress to create a new piece of legislation.

Although the federal fiscal year of 1996 began on October 1, Congress has not completed work on all the appropriations bills. Congress approved a continuing resolution in September to operate the government through November 15 using Fiscal Year 1995 funding levels.

### Bipartisan Support

Prior to the Senate's approval of funds within the commerce appropriations bill, committees in both the House and Senate had expressed their bipartisan support for creating a maritime revitalization program.

In August, the Senate Commerce, Science and Transportation Committee marked up S. 1139, while the House version (H.R. 1350) cleared the National Security Committee in May. Both bills call for a 10-year, \$1 billion program to fund approximately 50 militarily useful U.S.-flag containerships. However, neither of these bills actually appropriated any money; they only outlined the program. Both S. 1139 and H.R. 1350 are pending consideration by their respective chambers.

In order for Congress to create the maritime revitalization program, it must pass both an authorizations bill (like H.R. 1350 and S. 1139) and an appropriations bill. The legislators are working on both these measures.

The Senate approved the \$46 million for FY '96 following a vigorous floor debate in which legislators from both parties promoted the U.S.-flag merchant marine.

After stating maritime revitalization is needed, Lott, the chairman of the Senate Surface Transportation and Merchant Marine Subcommittee, noted, "From the sea battles of the American Revolution through the Persian Gulf, our seafarers and merchant marine courageously supplied and sustained our troops in combat and conflict.

"In times of national emergency or war, I want to know that we will continue the finest tradition of the U.S.-flag fleet and merchant marine—secure in the knowledge that our sealift capability is assured and confident that our troops will be supplied."

### Provide Jobs

In announcing his support for the measure, Inouye stated maritime revitalization would provide jobs for American mariners while aiding the nation's economic and national security.

"This is a bargain," he told his fellow senators. "This has bipartisan support. It is a popular program. It is an American program."

Maryland's Barbara Mikulski said the maritime revitalization program follows her belief "in public/private cooperation to encourage government savings.

"It provides a rainy day maritime infrastructure for U.S. defense needs while, at the same time, stimulating private sector enterprise," the Democrat noted.

## MTD Delegates Call for Passage Of Maritime Revitalization Effort

The need for Congress to pass a maritime revitalization bill was the primary theme of speakers addressing the delegates to the 1995 biennial convention of the AFL-CIO Maritime Trades Department (MTD) in New York on October 19 and 20.

*For more about the Maritime Trades Department convention, see pages 11 through 14 in this issue of the Seafarers LOG.*

The call for a U.S. ship bill came from administration officials, the military and members of Congress. Among those making the case for the U.S.-flag merchant marine were U.S. Transportation Secretary Federico Peña, Maritime Administrator Albert Herberger, House Merchant Marine Panel Chairman Herbert H. Bateman (R-Va.), New York Mayor Rudolph Giuliani, Representatives Neil Abercrombie (D-Hawaii) and Charles Rangel (D-N.Y.) and Vice Admiral William A. Eamer, head of the U.S. Navy's logistics operations.

The delegates to the two-day convention, who represented the 40 unions and 28 port councils that make up the MTD, also debated and passed resolutions calling for the retention of

America's cabotage laws, extension of veterans benefits to all World War II-era merchant mariners, promotion of a U.S.-flag cruise industry and protection for America's commercial fishermen.

Convention delegates also received updates from officials of various unions on the plight of striking workers at sites across America. They heard about battles for good-paying jobs, decent benefits and safe working conditions still being waged in Decatur, Ill. by the Auto Workers union

against Caterpillar, by the Paperworkers union against Staley and by the Rubber Workers union against Bridgestone/Firestone. They also listened as representatives from the Machinists union told about the strike against Boeing, and Detroit's newspaper workers explained the situation against the Michigan city's journals.

Through resolutions, the delegates called on Congress and the administration to honor the protections and hard-won benefits provided for American workers at their job sites.



New York Mayor Rudolph Giuliani outlines his plans to revitalize the city's port facilities during his address at the AFL-CIO Maritime Trades Department biennial convention.

## New USCG Tankerman Regulations Affect ABs, Pumpmen and Inland Tankermen

Boatmen with tankerman ratings and unlicensed seamen who assist in tanker cargo operations are affected by recently issued U.S. Coast Guard regulations that require new tankerman's endorsements.

After March 31, 1997, merchant mariners who renew their z-cards and who need one of the four new tankerman endorsements must show proof of satisfactorily completing a Coast Guard-approved tankerman assistant or tankerman-person in charge (PIC) course. This includes all unlicensed mariners involved in the handling, transfer and transportation of oil and other hazardous liquid cargoes aboard ships and barges.

### Key Grandfather Clause

However, effective March 31, 1996, unlicensed personnel assisting with tanker cargo operations (ABs and pumpmen) must hold the new endorsement of tankerman assistant. Mariners can secure that endorsement by showing proof of having sailed at least 30 days aboard tankers in the past five years, between April 1, 1991 and March 31, 1996 (this is considered a grandfather provision). The endorsement then will be added to the z-card, which automatically would be renewed.

By contrast, inland mariners currently endorsed as tankermen automatically will become tankerman-PICs as of March 31, 1996. Like their deep sea counter-

parts involved in transport and transfer of hazardous materials, tankermen who renew their z-cards after March 31, 1997 must show evidence of satisfactorily completing either a Coast Guard-approved tankerman-PIC (barge) course or an approved tankerman course. Passage of the four-week tankerman course (not to be confused with the tanker operation/safety course) offered at the Paul Hall Center meets this requirement.

### Defines Qualifications

Published in April as an interim final rule, the new regulation requiring the tankermen endorsements defines qualifications of tankermen and other seamen involved in cargo operations. The rule requires such mariners to obtain from a Coast Guard-approved testing facility one of the following four endorsements: tankerman-PIC (barge), restricted tankerman-PIC (barge), tankerman-assistant or tankerman-engineer. Mariners will have to meet standards established by the Coast Guard (with input from the industry) for amounts of experience, completion of training courses and physical fitness in order to obtain such certification.

According to the regulation, the Coast Guard no longer will conduct tankerman exams. Instead, the agency will certify schools (such as the Paul Hall Center's Harry Lundeberg School of Seamanship) and possibly operators to give the tests.

In another change from the current system, the new tankerman tests will include practical (hands-on) testing, so that mariners will have to demonstrate their skills in transferring liquid cargoes.

The Coast Guard has proposed the following courses (a tankerman would need to take one or more, depending upon which type of vessel he or she sails): a 40-hour tankship/dangerous li-

quids course, a 40-hour tankship/liquified gases course, a 40-hour tank barge/dangerous liquids course, a 40-hour tank barge/liquified gases course and a 16-hour firefighting course.

The rule stems from the Oil Pollution Act of 1990 (OPA '90), the Port and Tanker Safety Act of 1980 and amendments to the International Convention of the Standards for Training, Certifica-

tion and Watchkeeping (STCW), to which the United States is a signatory nation. Its intent is to improve safety in the handling, transfer and transport of hazardous liquid cargoes.

According to the Coast Guard, the agency's Regional Examination Centers are ready to begin issuing the tankerman assistant endorsement to those individuals presenting 30 days of seetime aboard tankers in the last five years.

Next month's edition of the *Seafarers LOG* will provide more detailed information on the new regulations and the procedures for compliance.

## Delta Queen Head Denounces Attacks On U.S.-Flag Passenger Ship Laws

Attacks on the U.S. Passenger Vessel Services Act of 1886 and other U.S. laws orchestrated by foreign-flag interests threaten to throttle a potentially burgeoning American-flag passenger vessel industry, the head of the U.S.-flag American Classic Voyages told members of the Washington Propeller Club last month.

By contrast, the U.S.-flag cruise ship business "not only can exist, but also grow and thrive under current U.S. passenger vessel laws," stated Philip Calian, president and CEO of the company, which operates five U.S.-flag passenger vessels.

### U.S. Cruise Industry Can Grow

American Classic Voyages is the parent company of The Delta Queen Steamboat Co. (which operates the SIU-contracted riverboats *American Queen*, *Mississippi Queen* and *Delta Queen*) as well as American Hawaii Cruises (which operates the Seafarers-crewed cruise ships *SS Independence* and *SS Constitution*).

"We have proven that the U.S.-flag passenger vessel industry is capable of functioning and growing within existing laws," Calian stated at the luncheon, which took place on Capitol Hill. "We pay our crews U.S. wage rates, we use U.S. shipyards and we still provide our shareholders with a return on their investment.

"But [proposed changes to the Passenger Vessel Services Act and other laws] would force us into an arena where the rules are so biased in favor of foreign-flag companies, we and our 2,000 employees could never survive. All we ask is an even playing field."

Approximately 130 foreign-flag passenger ships call on U.S. ports, many on a year-round basis. That number is expected to grow in the near future.

With these formidable resources, foreign cruise lines have launched an aggressive campaign aimed at the following:

- Amending U.S. laws in order to operate without restriction between U.S. ports utilizing foreign subsidy-built, untaxed floating resorts;
- Allowing U.S. tax deductions for business meetings taking place on foreign-flag ships, even if the vessels never call on a U.S. port;
- Limiting passenger lawsuits and eliminating current access to U.S. courts by foreign crewmembers;
- Exempting foreign-flag

employees (U.S. citizens or foreigners) from withholding taxes on wages earned in U.S. waters; and

- Exempting foreign-flag operations from fair-hiring, accommodation laws and regulations that apply to all U.S. hoteliers and travel-service providers.

With lower capital costs, cheap foreign labor in many positions and no federal corporate tax, these foreign vessels would be able to sail into any U.S. port during the peak tourist season and seriously undercut not only hotel and resort business in coastal communities, but also U.S. leisure destinations farther within the country—only to sail away at season's end.

Legislation already has been introduced in the House to expand tax breaks for foreign-flag ships, and other legislation is being drafted to repeal the Passenger Vessel Services Act.

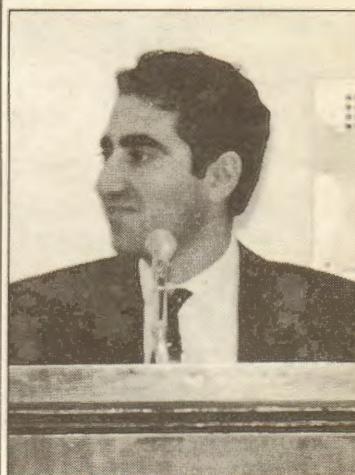
### Foreign Passenger Ships Get Breaks

The act prohibits foreign-flag vessels from transporting passengers between U.S. ports. (The U.S. also has similar laws regarding domestic passenger travel by air, rail and road.) It was passed by Congress in 1886.

Foreign-flag cruise ship operators already enjoy an exemption of sorts from the Passenger Services Act, in that the U.S. Customs Service (the agency responsible for interpreting U.S. cabotage laws) has ruled that foreign-flag cruise vessels may carry passengers on so-called "cruises to nowhere" (cruises that begin and end at the same U.S. port and do not sail to any other port). Taking advantage of this ruling, numerous foreign-flag gaming vessels are operating in the lucrative and expanding U.S. cruise-to-nowhere market.

In fact, the fleet of foreign-flag cruise ships—supported by massive foreign government shipbuilding subsidies—that call on U.S. ports steadily has grown during the past 15 years. None of those vessels pay U.S. corporate or gaming taxes.

With a reported investment of at least \$8.5 billion for ships on order, foreign cruise lines need new itineraries and markets for their ships. The U.S. remains the prime target. Hence, the International Council of Cruise Lines (ICCL)—the registered foreign agent which lobbies in the United States for foreign cruise-ship companies—has publicly stated its objective of seeking changes to U.S. cabotage laws as well as



Philip Calian, president of American Classic Voyages, says his company "has proven that the U.S.-flag passenger vessel industry is capable of growing under existing laws."

expanding tax breaks to allow foreign cruise ships to host conventions.

"All cruise lines with operations in the U.S. should pay U.S. taxes," said Calian. "They should be subject to U.S. labor laws, U.S. construction laws, U.S. environmental laws, and U.S. health and safety laws.

"As long as foreign-flag cruise lines aren't subject to those laws, they shouldn't be allowed to operate in U.S. waters. They don't want to play by our rules, and they haven't had to, to date."

### American Classic Voyages Invests in Future

Calian recounted the painstaking steps taken by American Classic Voyages during the past nine years to improve their products and services while substantially increasing the number of passengers. He noted that the company has invested approximately \$75 million to refurbish the *Independence* and soon the *Constitution*. Millions more were spent to upgrade the *Delta Queen* and *Mississippi Queen*. And, earlier this year, the company launched the *American Queen*—the world's largest riverboat, built at an approximate cost of \$65 million. The *American Queen* is the first overnight cruise vessel built in the U.S. in 37 years.

If the foreign-flag interests succeed in reworking U.S. laws affecting passenger ships, "we will be delivering an entire industry that we have built to foreign companies who have made no investment," said Calian. "We want our industry, we want our jobs. Please, don't legislate us from rescuing and revitalizing this industry."

## SIU Opposes Fees Attached To Tankerman Endorsements

The SIU challenged the U.S. Coast Guard's plan to charge boatmen and seamen a fee to modify their current merchant mariner's documents with the newly-required tankerman endorsement. In a communication to the agency, the SIU asked that the Coast Guard not charge seamen and boatmen the \$80 (unlicensed) and \$95 (licensed) fees assigned to the new endorsement.

(Since the Coast Guard instituted so-called user fees for the issuance of merchant mariner's documents and marine documents in 1993, the SIU has fought the measure in the U.S. courts. At this time, the SIU's law suit against the user fees is before the U.S. Court of Appeals.)

In a letter to Coast Guard Captain George Naccara, deputy chief, Office of Marine Safety/Security and Environmental Protection, Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training and Education, pointed out that qualified deep sea mariners who recently renewed their z-cards and who need any of the new tankerman's endorsements will need to use the grandfather provision to secure the endorsements and, therefore, will incur the fees involved with updating their z-card, even if they recently renewed their document.

"The grandfathering provision will allow them to receive these endorsements based solely on

prior sailing knowledge and experience. However, they will be required to have these endorsements placed on their documents at a cost of \$80 (unlicensed) or \$95 (licensed), even if the mariner recently paid to have his document renewed! This is absolutely unfair," wrote Eglinton.

"In order to alleviate this unfair financial burden, the SIU requests the Coast Guard accept one of two alternatives," Eglinton continued. "The first would have the Coast Guard consider the issuance of these newly required endorsements as part of the renewal process left over from when the mariner renewed his or her document. Retroactively, the issuance fee from that procedure would cover [the issuance of the new endorsements]."

"The second option would require the regional examination centers to provide qualified applicants with letters certifying the seafarer for the new endorsement(s) until that document expires."

Additionally, the union requested that the Lundeberg School's four-week tanker operation/safety course be considered valid for obtaining any of the new ratings, either via the grandfather clause or when a mariner renews his or her z-card after March 31, 1997.

At press time, the Coast Guard had not rendered a decision on these matters.

# Seafarers Aid V.I. Hurricane Victims

## Thousands of UIW Members' Homes Destroyed, Face High Losses

The "Brotherhood of the Sea" has sprung into action to aid victims of Hurricane Marilyn, which demolished the U.S. Virgin Islands on September 16.

The deadly storm left thousands of members of the United Industrial Workers (UIW), an SIU affiliate union, with severely damaged or destroyed homes and property.

(The UIW represents 4,000 government and private sector employees who reside on the islands of St. Thomas, St. Croix and St. John.)

Additionally, at press time, no word had been obtained as to how the seamen who make their homes in the U.S. Virgin Islands had fared during the storm.

To date, members of the SIU and the UIW—as well as their contracted companies—have collected an abundance of humanitarian aid to help the victims of Marilyn's brutality.

### Relief Efforts Under Way

Seafarers in Philadelphia and Santurce, P.R. are conducting relief drives to secure food items, building materials and other much needed supplies for UIW members whose lives have been turned around following the hurricane.

In Philadelphia, union members have been busy filling a container, donated by Crowley American Transport, with thousands of gallons of bottled water as well as batteries, flashlights, clothing and other relief items to ship to the Virgin Islands.

San Juan Port Agent Steve Ruiz noted that Seafarers from the port of Santurce have been loading barges provided by Crowley to transport the relief supplies to St. Thomas and St. Croix, the two islands which took the brunt of the damage.

A number of UIW-contracted companies from around the country also have donated food and water to union members on the devastated islands.

### Companies Ship Supplies

Many SIU-contracted shipping companies also have been instrumental in the relief effort.

The day before Hurricane Marilyn slammed into St. Croix, the *OMI Star* was discharging cargo in the island's port. The tanker was ordered out to sea to escape the storm.

AB Gabriel I. Bonfont was aboard the vessel during that voyage and saw the devastation on the island upon the ship's return to St. Croix 18 hours later. "It was incredible," said Bonfont. "You couldn't tell where the wind had stopped and the mud slides had begun. There was damage everywhere."

In the weeks since Hurricane Marilyn, the *OMI Star* has returned to the Virgin Islands with cases of food and water to help those who have been affected by the storm.

Other SIU-contracted shipping companies that have been involved in the relief efforts include Ocean Shipholdings, Inc. of Houston, which has sent 80 cases of canned food, and American Overseas of Quincy, Mass., which donated five pallets of various goods.

A week after the storm hit, the SIU-crewed *Maersk Constellation*



The U.S. Virgin Islands is home to 4,000 members of the SIU's affiliated union, the United Industrial Workers (UIW). The September 16 hurricane passed directly over St. Thomas, leaving thousands with homes that were damaged or destroyed. UIW members on that island report extensive damage that will take months to clean up.

arrived in St. Thomas to deliver equipment and supplies to aid in the cleanup of the battered island.

The SIU-crewed Transoceanic Cable Ship, the *Charles E. Brown*, sailed from St. Thomas on September 13 to ride out Hurricane Marilyn at sea. Upon the ship's return to St. Thomas, the crew of the cable ship has been working to rebuild the telephone and communications systems on the island as well as providing water and other supplies to those affected by Marilyn.

Sea-Land, Navieras NPR, Inc. and Crowley also have donated plywood, water and non-perishable foods to help aid the Caribbean island residents rebuild their homes and businesses.

### Marilyn Mangled Islands

Hurricane Marilyn had sustained winds of more than 115 miles per hour when the most destructive part of the storm swept over St. Thomas. Marilyn also damaged property on St. Croix and St. John in the U.S. Virgin Islands, as well as parts of Puerto Rico.

The U.S. Virgin Islands lost power, phone service and water. St. Thomas and St. Croix have not yet had their utilities fully restored.

Estimates put the damage on St. Thomas, St. Croix and St. John, including economic losses from Hurricane Marilyn, at \$3.5 billion—twice the estimated loss from Hurricane Hugo (which devastated the islands in 1989).

President Clinton declared the Virgin Islands a disaster area, which made that area eligible for federal emergency aid.

### Vast Devastation

Eighty-five percent of the St. Thomas Hospital, where a number of UIW members are employed, was destroyed. A 104-bed U.S. Army combat hospital has been set up on the island to house patients while parts of the medical facility are rebuilt.

Ten people died as a result of Hurricane Marilyn: five on St.

John, three on St. Thomas and two on St. Croix.

St. Thomas, home to 51,000 residents, was completely flattened by Hurricane Marilyn. Amos Peters, vice president of the UIW's Caribbean region, said, "You have to understand. At least 90 percent of the residents of this island have sustained major damage to their homes. Most homes are inhabitable. There are many, many more who have completely lost everything. We have been devastated."

Peters noted that plywood, tarpaulins and nails are some of the most needed materials on St. Thomas. (See accompanying list on this page.)

Both the St. Thomas and the St. Croix UIW halls suffered minor damage. The UIW office on St. Croix was back in operation after losing power and phone service for about one week.

The St. Thomas hall, like most of the island, is still without electricity, water and phone service. Peters stated that the union hall remains open during daylight hours and is providing whatever assistance possible to UIW members who have been destroyed by Hurricane Marilyn.

"We're in a very serious position," Peters said. "The majority of the island is without power and telephone. We're really hurting on St. Thomas."

UIW Representative James Bennerson estimated that more than a dozen UIW members on St. Croix lost their homes. He reported that "people are back to work, though not under normal conditions—the majority of people are helping in the cleanup of the island."

It will take months just to clear all the debris left by fallen trees and collapsed buildings on St. Thomas, said Peters. More than 80 percent of the housing and buildings on St. Thomas have been destroyed, and the economy is not expected to recover for quite some time.



At the SIU hall in Santurce, P.R., Seafarers unload relief supplies sent to the hall to aid UIW members living on the U.S. Virgin Islands who were affected by Hurricane Marilyn. From the left are Mechanic Rene Pedraza, OS Jorge Borges and QMED John Lange

### Virgin Islands Seeks Donations of Goods

Approximately 4,000 members of the United Industrial Workers (UIW), an SIU affiliate union, live on the U.S. Virgin Islands of St. John, St. Croix and St. Thomas, which were devastated by Hurricane Marilyn in September.

The following items, compiled by UIW Caribbean Vice President Amos Peters, are needed by union members whose homes were badly damaged or completely destroyed by the storm.

To contribute any of the items listed below, please bring the donated goods to an SIU hall. The union will arrange to have the items shipped to SIU and UIW members on the islands of St. Thomas, St. Croix and St. John.

#### Urgently Needed Items

- Water
- Propane Stoves
- Lanterns/lamps
- Blankets
- Radios
- Soap/detergents
- Tarpaulins
- Washing machines and dryers

- Towels
- Insect repellent
- Medicine — Insulin
- Pots and pans
- Buckets
- Toothpaste
- Toilet Paper
- Heavy duty extension cords
- Plywood
- Nails
- Glass for window repairs
- Refrigerators
- Stoves
- Dining room sets
- Televisions
- Curtains
- Rugs
- Tiles
- Cribs
- Dressing Tables
- Night Stands

#### Other Needed Items

- Baby food, diapers and formula
- Nonperishable food items
- Generators
- Clothes (both children and adult sizes)
- Shoes
- Flashlights
- Batteries
- Lamp Oil
- Mattresses
- Linens

## Barer Calls Jones Act Attacks 'Dangerous and Flawed'

### Totem Executive Says Cabotage Law Valuable Component of U.S. Transportation

Proclaiming that one of the major functions of any nation is to provide domestic job opportunities for the citizens of that nation, the head of Totem Resources Corporation blasted recent efforts to repeal the nation's cabotage laws as "ill-conceived, dangerous and deeply flawed."

Stanley H. Barer, co-chairman and CEO of Totem Resources, presented his remarks October 17 to the annual meeting of the American Association of Port Authorities. (A subsidiary firm of Totem Resources is the SIU-contracted Totem Ocean Trailer Express (TOTE), which provides roll-on/roll-off service between the U.S. Pacific Northwest and Alaska.)

In his address, Barer outlined many of the positive aspects provided by the Jones Act, the 1920 law that calls for cargo

transported between two domestic ports to be carried on U.S.-flag, U.S.-crewed and U.S.-built vessels.

#### Provides Jobs and Taxes

He pointed out that vessels covered by the Jones Act provide jobs for more than 120,000 U.S. citizens, including 80,000 inland, Great Lakes and deep sea crewmembers, all of whom pay federal, state and local taxes.

All of this would be lost if the Jones Act were removed and foreign-flag vessels with foreign crews were allowed to sail America's waterways.

Also, Barer noted that the foreign companies and their crews would be exempt from "the National Labor Relations Act, federal hours of service requirements, child labor laws, Coast Guard safety regulations, the U.S.

Civil Rights laws, our national laws relating to health insurance, pension and other benefits and all other state and federal legal requirements, such as OSHA, environmental regulations, etc."

#### Wages Comparable

Barer challenged the notion that the Jones Act creates higher than standard wages for American mariners.

"It is true they are higher than so-called world wage rate, but it is also true, that in the United States, we live in the most advanced economy in the world with the highest standard of living," Barer told the audience composed of port authority officials from around the country. "You could pick virtually any industry in this country and make the same statement."

Barer said U.S. mariners'

wages should not be compared to the income of foreign seafarers, but to the pay received by Americans doing comparable jobs.

"Domestic transportation in this country is a four-legged stool," he contended. "Goods move by water, rail, trucking or air cargo."

"Each of these domestic modes of transportation employ Americans at American wage levels as none of them face domestic competition from foreigners."

As a comparison, he demonstrated that a tugboat captain and railroad engineer make approximately the same annual salary, but less than a long-distance truck driver. He also showed that a deckhand and domestic flight attendant get about the same level of pay, but earn less than a railroad yard worker.

Barer then compared time on the job for similar professions within the transportation trades. While an air cargo pilot may average nearly 20 hours a week and a truck driver can travel only 10 hours a day under federal regulations, "that tanker or tugboat captain works at least 12 hours a day and is on duty 24 hours a day on the vessel. This goes on seven days a week, sometimes for weeks and sometimes for months."

#### Domino Effect

Barer questioned how allowing low-cost foreign workers on foreign vessels would not upset the other modes of transportation in the United States.

He noted truck firms would complain to Congress that they need relief in order to compete with the low prices being offered by the foreign mariners. Next, the railroads would seek relief from the truckers and waterborne industries. Finally, the air cargo lines would succumb to the need to hire foreign crews.

"At this point, we have thrown hundreds of thousands of Americans out of work inside America," should the scenario come to pass, Barer said.

If this did occur, he wondered, "why wouldn't we do this for those American companies who face foreign competition for their products and services every day in the marketplace?"

"If we can do this in the transportation sector, I guess we can do it anywhere—manufactur-



Stanley H. Barer outlined the many positive effects of the Jones Act on the U.S. economy during the recent meeting of the American Association of Port Authorities. He is pictured above when he was the guest speaker at the Paul Hall Memorial Lecture in May.

ing, communications, health care, education and, I guess, we could even fire all of our government workers and bring in low-cost people to work in our government and to man our armed forces."

#### Source of Attacks

Barer stated upon reviewing those who support repealing the Jones Act, he discovered more than "90 percent were trade associations representing either wheat growers or feed and grain organizations."

While Jones Act companies do not receive any federal subsidies, he pointed out governmental expenditures for agriculture over the last five years have averaged \$10 billion, with more than half of that going to wheat and feed grain interests.

"The main point here is that the people who want to get rid of U.S. citizens in domestic transport are the same people that are taking \$5.5 billion a year for their own industry from the taxpayers."

"But they are not advocating that foreign grain companies and foreign grain workers come and take over their jobs and companies in the United States," Barer added.

He wrapped up his remarks by stating, "If we ever reach the point in America where we cannot afford to have our own workers provide services in our own basic industries right here in our own country, then we are in far more trouble that merely the issue of whether we ought to retain the Jones Act."

## Seafarer Survives Hurricane Aboard 42-Foot Sailboat

In the haze of Hurricane Marilyn, on the island of St. Thomas in the U.S. Virgin Islands, Bosun's Mate Roger Reinke watched as sailboats and yachts were plucked from the water, slammed onto the beach, and twisted and destroyed by the storm's 115 mph winds. Reinke, however, remained safely aboard his 42-foot sailboat, *The Wicked Wench*, while Marilyn released her full fury on the island in mid-September.

"I was prepared for it but I had no idea Hurricane Marilyn would hit as hard as it did. I had learned from another sailor, who had survived a couple of past hurricanes while aboard his boat, how to secure the boat and keep safe," stated Reinke, who signed off the *Charles E. Brown* shortly before the hurricane hit.

Seafarer Reinke, who joined the SIU in 1989 in the port of Honolulu, noted that early weather reports played down the force at which the storm was expected to hit St. Thomas. When the hurricane unexpectedly turned and headed straight for the island, it caught many, including Reinke, off guard.

Many of the deaths resulting from Hurricane Marilyn on the islands were boaters who attempted to outrun the storm and became caught up in the violent waves and winds. Other deaths included those who chose to ride out the hurricane aboard their vessels while docked in port and were carried away by the sheer force of the storm.

#### Safe and Secure

Besides bringing out all his lines and securing them, Reinke used four anchors to tighten the boat's hold in port. Once Hurricane Marilyn slammed into St. Thomas with her high winds, Reinke repeatedly crawled onto the boat's deck to ensure that his lines remained in place.

"For six hours the winds did not let up. It was amazing. I crawled out onto the deck about every 45 minutes to make sure my lines were holding. Then the winds just stopped. This meant that the eye of the storm was passing over and winds were about to



Credit: AP by Mark Wilson

Seafarer Roger Reinke was more fortunate than the owners of these sailboats which had been docked prior to Hurricane Marilyn's arrival in St. Thomas. Reinke rode out the storm aboard his 42-foot sailboat and survived; the vessel suffered only minimal damage.

change direction. I knew it was far from over.

"I really had to work hard to switch the lines to face the other direction and shift the anchors. I had been working only for about 20 minutes when the winds kicked back in. I just did the best I could and crawled back into the cabin and prayed everything would hold," Reinke told the *Seafarers LOG*.

"I watched two boats get plucked out of the water, fly past me and crash onto the beach. The worst part was that when they went by me, they took out two of my anchor lines. I'm lucky I didn't get caught up by them. I rode out the rest of the storm with only two anchor lines," said the Australian native.

When asked if he ever feared for his life, the Seafarer said he "was too busy trying to keep the boat secure to even give it a thought."

#### After the Storm

"You don't realize just how bad it was until you see everything the next day," recalled Reinke. "Twisted steel, flattened poles and buildings. I woke up and thought 'My God, that was terrible but I survived.' And then I walked outside. The destruction was immense," the bosun's mate said.

Several days after the storm, Reinke visited crewmembers aboard the *Charles E. Brown* to let

them know he was still alive. (The Transoceanic Cable Ship Co. vessel, which had been docked 300 yards from Reinke's boat, had left its home port on St. Thomas to ride out the storm.)

"No one could believe that I actually survived the storm," Reinke stated.

In the weeks since Hurricane Marilyn, Reinke has been very busy helping friends around St. Thomas rebuild their homes which had been severely damaged or offering support to those who lost everything. "I sailed during Vietnam and I survived that too. This was almost as bad," noted Reinke.

## Sugar Workers End Month-Long Strike Company Removes Giveback Demands

More than 500 members of Sugar Workers Union Local No. 1, an affiliate of the SIU, returned to work last month following a month-long strike against the California and Hawaii (C&H) Sugar Company in Crockett, Calif.

Union members voted 164 to 152 to end the walkout and accept a new three-year contract after management withdrew take-away demands first presented to the workers in negotiations.

Louie Benavidez, the union's business agent, said all of the Sugar Workers regained their jobs after the picket line came down.

"We look at the company's withdrawing its demands for a two-tier wage system and reductions on medical and pension benefits as a victory," Benavidez told the *Seafarers LOG*. "We are happy to be back at work."

On September 8, union members rejected a contract proposal that called for a three-year wage freeze, a more than 100 percent increase in employees' insurance premium payments, elimination of retiree medical benefits, and a reduction in wages and benefits for new hires. When C&H refused to withdraw the take-aways, union members overwhelmingly voted to strike.

Members of the International Longshoremen Warehousemen's Union honored the picket lines in the walkout.

The previous agreement expired on May 31, but the union members worked through the summer while negotiations continued.

The C&H employees work as machine operators, packers, sugar boilers and maintenance personnel.

# New SIU Office Opens In Port Everglades, Fla.

South Florida Seafarers now have a new facility where they can go to take care of union business. The new office, located at 1221 South Andrews Avenue in Fort Lauderdale, officially opened its doors to SIU members on October 2, when renovations were completed.

Seafarers will be able to file their vacation, health and pension paperwork at the office. The facility also is set up to provide Seafarers with their clinic cards. **However, the nearest hiring hall still is located in Jacksonville, Fla.**

Situated approximately five miles from the old SIU office in Dania, Fla., the building was selected because of its location. Only blocks from downtown Fort Lauderdale, the office also is conveniently located just minutes from Port Everglades, the airport, rail service and other mass transit systems.

"It is in an excellent location for Seafarers," said SIU Representative Ambrose Cucinotta. "There is ample parking, and the building itself is in good condition. Everyone seems to really like it."

Seafarers helped get the building ready for business. They put up walls, cleaned carpets, painted and plastered. The old lettering on the front of the building had to be taken down and the Seafarers International Union logo put in its place. Minor construction and landscaping chores also were done by SIU members.



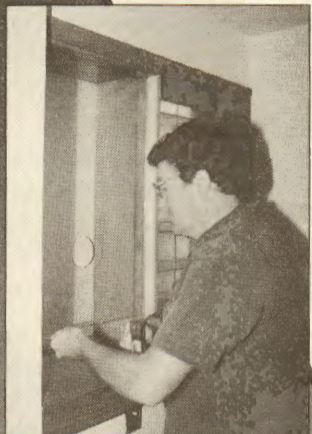
**BEFORE**



SIU Rep. Ambrose Cucinotta prepares the front of the building for the SIU logo.



AB Ronald Webb installs light fixture in the new office.



Removing glass from a cashier's booth in the former insurance office is OMU Tom Goldsbury.

QMED Earl Mullis installs a new vent fan-motor in the mechanical room of the Port Everglades office.



Laying down joint compound for the creation of a wall in the new facility is QMED James Broderick.



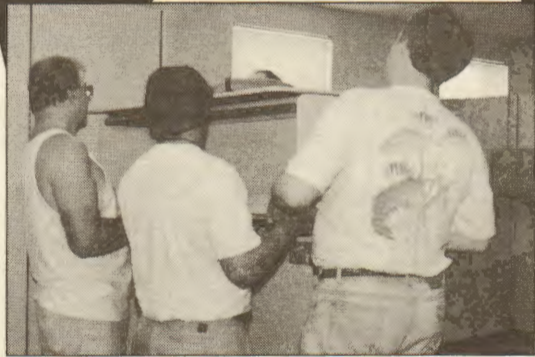
AB Jeff Gilbert removes the old sign from the front of the Fort Lauderdale building.



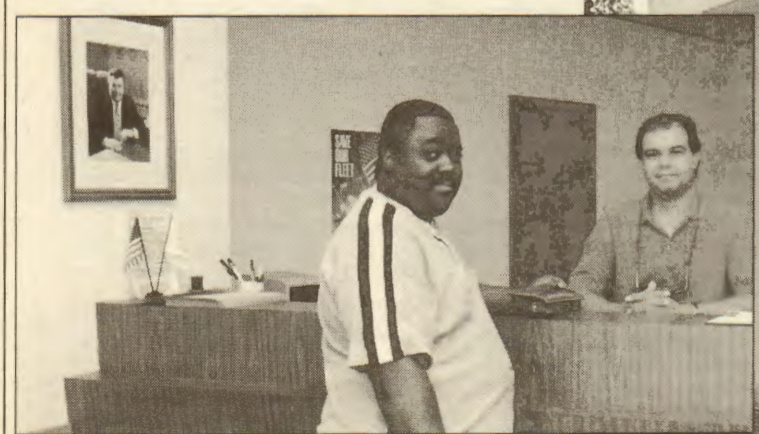
After landscaping the grounds surrounding the new office, AB Mike Williams sweeps up the hedge clippings.



Before the opening of the new SIU office, AB Mark Ramsey repairs a window.



Helping with the renovations are, from left, Bosun Edward Doruth, SIU Rep. Ambrose Cucinotta and AB Jeff Gilbert.



At the counter of the new SIU facility in Fort Lauderdale, Fla., SIU Representative Ambrose Cucinotta (right) helps Cook/Baker Leon Grant make travel arrangements to the Paul Hall Center in Piney Point,



**AFTER**



Celebrating the ratification by Seafarers of a new three-year pact between the SIU and Higman Towing are negotiating team members, from left, Houston Port Agent Jim McGee, Tankerman Mark Elmore, SIU Rep. Don Anderson and Captain Chris Spivey. Not pictured is Captain Mike McNeeley.

## Higman SIU Members Ratify Three-Year Pact

Seafarers who navigate Higman Towing tugboats and barges along the Gulf Intracoastal Waterway have ratified a new contract that improves wages, benefits and working conditions into the year 1998.

Included in the new pact is a first-time provision to provide a bonus to Seafarers based on their years of service to Higman Towing.

"For each year of service the members have sailed with Higman, they will receive a yearly bonus," noted SIU Houston Port Agent Jim McGee. "While the longevity pay bonus has a three-year service requirement, it benefits not only those members who have been with the company for 30-plus years, but also those who have recently begun their inland sailing careers," added McGee, who served on the union's negotiation committee.

"We reached a very fair and equitable contract that benefits us all. We gained a lot of things that we deserve," said Captain Chris Spivey, who also was a member of the negotiating team.

Within the new agreement were significant wage increases throughout the life of the three-

year agreement, outpatient care for dependents of SIU members and pension improvements.

The contract—which began October 1—also made vast improvements in working conditions for the Seafarers.

In calling the contract between Higman and the union "one of the finest contracts in the inland industry," SIU Executive Vice President Joseph Sacco noted that the gains made in the new agreement can be used as a "springboard for other SIU inland contracts."

Negotiations between the Houston-based company and the union began in August and concluded September 29. Besides McGee and Spivey, SIU negotiators for the Higman contract included Union Representative Don Anderson, Captain Mike McNeeley and Tankerman Mark Elmore.

"They were good, hard and long negotiations. In the end, we were all able to come up with a contract that benefitted everyone," concluded McGee.

Seafarers crew Higman's 18 tugboats which transport petroleum products primarily between Corpus Christi, Texas and Mobile, Ala.

## Safety Drills: Standard Fare Aboard SIU-Crewed Ranger

Weekly lifeboat and fire drills are held aboard the *Ranger* to ensure the readiness of the crew in case of an emergency.

Chief Steward Neville Johnson, who took the photos accompanying this article, noted that the *Ranger* crewmembers also attend regularly scheduled safety meetings where they are updated on the latest regulations governing Seafarers who sail aboard tankers.

At the time the below photos were taken, the OMI Corp. tanker was en route to Puerto Cabello,

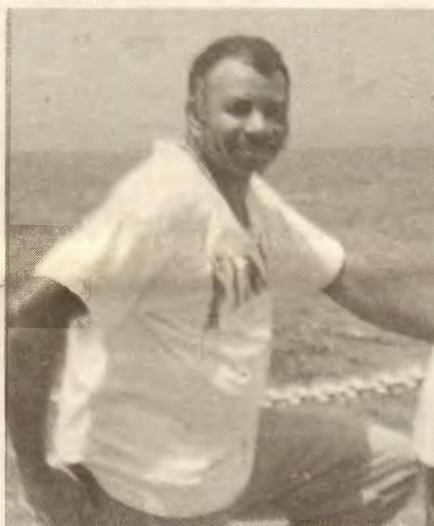
Venezuela with approximately 34,000 tons of soybean and sunflower oil. After partially discharging the vegetable oil in Venezuela, the ship then sailed for Columbia and Guatemala, where the balance of the cargo was offloaded.

Captain Mike Herbein, master onboard the *Ranger*, complimented the crew for a smooth voyage.

"Crewmembers were very cooperative and got along excellently," the captain told the *Seafarers LOG*.



Fire and lifeboat drills are a regular part of shipboard life aboard the *Ranger*. Pictured at left during a recent safety drill are crewmembers (kneeling, from left) Bosun Daniel Laitinen Jr., AB Albert Ellis, (standing, from left) Chief Mate Thomas Conlon, OMI Al Hickman, AB Jesus Vergar, Chief Pump-man Ray Prim, 1st Ass. Eng. Joe Mahar and AB Austin Howard.



Standing on the stern of the *Ranger* following a fire and lifeboat drill is SA Arnulfo Lacayo.



After a safety drill aboard the *Ranger*, Chief Steward Neville Johnson (left) and Chief Cook Stephanie Smith stand on deck for a photo before returning to the galley.

## SPAD Posters Hit Union Halls



Posters reminding Seafarers of the importance of the Seafarers Political Action Donation (SPAD) are being displayed in union halls around the country as well as aboard SIU-crewed ships. Admiring one of the posters hanging in the New York SIU hall are (from left) Wiper Maurice Ayuso, AB Terrence Kane and Recertified Steward Ed Haber.

## Seafarers Maintain RRF Ships

For Seafarers who work aboard the *Cape Lobos* and *Cape Lambert*, maintaining two Ready Reserve Force (RRF) vessels is hard work.

The two ships, operated by Amsea and docked in Eagle Island, N.C., are ready to be fully crewed and sent to any area of crisis in the world at a moment's notice.

This means that when the ships are on reserve status, they must be kept in excellent working condition at all times. SIU members maintain the ships' engines by keeping them greased and oiled and constantly check the electrical systems by monitoring and changing wires as needed. Most important, the Seafarers keep the ramps of the roll-on/roll-off ships working properly so that cargo can be brought on and taken off the Military Sealift Command vessels.



Keeping the ramps of the *Cape Lobos* in excellent condition is vital to the defense of the United States. Seafarers responsible for maintaining the Ready Reserve Force vessel are, from left, Bosun Chris Lightfoot, SIU Norfolk, Va. Port Agent Mike Paladino, QMED K. Pell, UDE Frank Washington and Electrician William Ryan.



SIU Norfolk, Va. Port Agent Mike Paladino meets with Seafarers who keep the *Cape Lambert* ready to sail at a moment's notice. From left are QMED Robert Ramsey, Paladino, Bosun Robert Woodson, QMED T. Migliara, UDE John Watkins and Electrician J. Crist.



# Action by Alton Belle Seafarers Saves Riverboat

## Crewmembers Stave Off Runaway Barge Headed for Entertainment Area

Quick action by Seafarers who sail aboard the *Alton Belle II* kept a runaway barge from smashing into the riverboat and its staging barge.

On the morning of August 30, the runaway barge, filled with 50,000 bushels of grain, was tied up at the Con Agra loading dock, several hundred yards upstream from the *Alton Belle* facility, when a passing towboat's wake snapped a three-inch line and set the barge floating toward the riverboat.

### Barge First Spotted

Captain Jerry Wendle spotted the barge shortly after 7 a.m. while the riverboat was preparing for its 7:30 a.m. cruise up the Mississippi River from Alton, Ill.

Mate Dave Wendle was on the bridge with the captain when the barge was spotted and immediately notified security to quickly evacuate the passengers waiting aboard the riverboat's staging barge, known as the *Alton Landing*.

Captain Wendle next dis-

patched deck department members to launch rescue boats to capture and maneuver the runaway barge away from the *Alton Landing*, which serves as the riverboat's entertainment and boarding complex.

Chief Engineer Jack Norris started the *Alton Belle II*'s engines, and Captain Wendle diverted the riverboat away from the dock and out of the path of the barge.

"We had to move the boat to avoid being hit," Captain Wendle said.

Deckhands Cliff Jones and Don Garrett manned one rescue boat while Deckhands John Cooper and Greg Pritchett boarded the other.

"While in constant communication with the bridge, we proceeded to the location of the loose barge," recalled Jones.

Cooper recalled the tense situation. "The barge was headed straight for the *Landing*. It was incredibly scary trying to get it under control and away from the area," Cooper stated.

"Our first attempt was to catch



*Alton Belle* crewmembers who helped bring a runaway barge loaded with two million pounds of grain under control are, from left, Mate Dave Wendle, Captain Jerry Wendle, Chief Engineer Jack Norris, and Deckhands Don Garrett, Cliff Jones, John Cooper and Greg Pritchett.

a line from the rescue boat to the barge and guide it away from the *Belle* facility," noted Jones. "However, with the arrival of the *Alton Belle II*'s second rescue boat and direction from the bridge, we were able to straighten

the loose barge with the current and push it toward the center of the river—away from the *Alton Belle Landing* facility," Deckhand Jones continued. A towboat arrived soon after and took the barge safely back to the Con Agra dock.

### 'Too Close for Comfort'

"It was a scary situation but between the two rescue boats, we were able to head the barge off. Our rescue boat was only about 10 or 15 feet from the dock, trying to hold the barge back until a towboat could reach us. It was too close for comfort," Cooper

recalled.

"It was one of those days where you were thankful for the calm conditions of the river. If the Mississippi had been running harder or had been choppy, we would have really been in trouble," Cooper said.

"It was a pretty hectic and frightening situation, but we all saw it clearly and reacted to it. It was a total group effort by everyone involved. All of our safety features were in force. That barge could have done a lot of damage. We were really very lucky," Cooper concluded.

# Rare Pearl Harbor Call Marks SS Independence V-J Day Trip

World War II veterans, guest lecturers and members of the U.S. armed forces who were in command positions at Pearl Harbor in 1941 were among the full load of passengers aboard American Hawaii Cruises' *SS Independence* as it sailed on a memorial cruise through Pearl Harbor in remembrance of the 50th anniversary of V-J Day (Victory over Japan)—the day the Japanese surrendered.

Even Maxine Andrews of the singing Andrews Sisters (of WWII-era fame) came aboard for part of the cruise which began September 3.

The passenger ship sailed through the harbor on a slow bell as it passed the *USS Arizona* memorial (resting place for hundreds of crewmembers who were aboard the vessel when it was sunk during the December 6, 1941 surprise attack on Pearl Harbor) where President Bill Clinton was attending a service in remembrance of those brave men and women who were killed during that attack. The *SS Independence* then sailed counterclockwise around Ford Island (site of the former Hickam Army Airfield) and other points of interest from World War II before heading to Kona (on the big island of Hawaii) to continue its regular seven-day cruise of the Hawaiian Islands.

Due to the solemn nature of the memorial, this was only the third time a civilian merchant ship has been allowed into Pearl Harbor.



OS Sean Stout climbs the mast to untangle a fouled signal flag on the *SS Independence* before the vessel sails into Pearl Harbor.



The *SS Independence* sails past the *USS Arizona* memorial in Pearl Harbor on the 50th anniversary of V-J Day. Being allowed into Pearl Harbor is an extremely rare honor for a civilian merchant ship.

# Sam Houston Crew Feted For Two Years of Safety

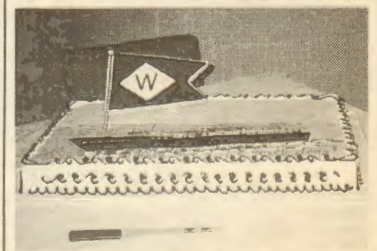


Two years of safe operation aboard the *Sam Houston* were recognized by a plaque bearing the names of all officers and crew on the vessel during that time. From the left are (front row) OS Stephen Yursha, Bosun B. Riddick, Capt. Hugh McEachern, Radio Officer William Dailey, QMED Alton Hickman, OS Ahmed Madari, SB William Winters, (back row) Chief Engineer David Janes, Chief Mate Mike Mara, Waterman Vice President Erik Johnson and Capt. William Niemeyer.

A special awards ceremony was held October 1, 1995 in New Orleans by Waterman Steamship Corporation aboard the *Sam Houston* in recognition of the outstanding achievement by the officers and crew in completing two years of service with no loss of time due to crew-related injuries.

Programs were printed listing all the officers and crewmembers who have sailed on the vessel from August 31, 1993 to September 1, 1995; and Erik L. Johnson, vice president at Waterman, presented the crew with a wooden plaque onto which brass plates bearing the names of all the crewmembers aboard the *Sam Hous-*

*ton* during the two-year period had been affixed. The company also presented the crew with a celebratory cake on which was written, in icing, "Thanks for a job well done!"



The *Sam Houston* is replicated in icing on a cake which reads, "Thanks for a job well done!"

Dec 7



Seafarers constantly monitor the cable highway, which runs the entire length of the *Long Lines*, ensuring that the historic cable-laying operation goes smoothly.

## Aboard the Long Lines, Seafarers Make History For Longest Cable Lay

Seafarers aboard the *Long Lines* recently helped create a world record for the longest cable laying operation in history when a month-long cable installation was completed between Guam and Hawaii.

SIU members aboard the Transoceanic Cable Ship Co. vessel prepared for the operation for six weeks by loading cable while docked in Hitachi, Japan. The vessel sailed for Guam. From there, the *Long Lines* began the operation—which took approximately 30 days—to place the 6,580 kilometers of fiber-optic cable along the floor of the Pacific Ocean to Hawaii.

Robert Wells, an AT&T engineer in charge of overseeing the operation of deep water installations, stated, "The essence of the Guam-Hawaii project is that it was the longest cable lay operation done by anyone, anywhere—ever."

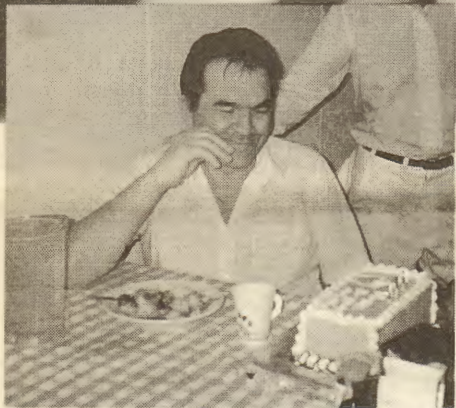
As the largest ship in the Transoceanic Cable Ship fleet of five cable-laying vessels, the *Long Lines* was chosen to install the fiber-optic cable between Guam and Hawaii because of the ship's capacity to carry the large amount of cable needed to complete the operation.

The *Long Lines* holds the world record for total cable miles installed as well as for cable miles installed in a single year.

While loading the cable in Hitachi, SIU members enjoyed cookouts with the Japanese workers who assisted in the massive loading operation. Steward department members, led by Chief Steward Thomas Wybo, prepared hamburgers, hot dogs and chicken while the Japanese workers shared their various stir-fry recipes with the *Long Lines* crew.

"Because the *Long Lines* has operated in the AT&T cable ship fleet longer than any other vessel, it is still affectionately referred to as 'The Queen of the Fleet.' The *Long Lines*, which is based in Honolulu, is an impeccably kept ship, and that is a credit to the crew," Wells told the *Seafarers LOG*.

Seafarers have crewed Transoceanic vessels since the early 1960s. The company operates a total of five cable ships: The *Long Lines*, *Charles L. Brown*, *Global Sentinel*, *Global Link* and *Global Mariner*.



Celebrating his birthday at sea during the cable operation is SA Miguel Hidalgo.



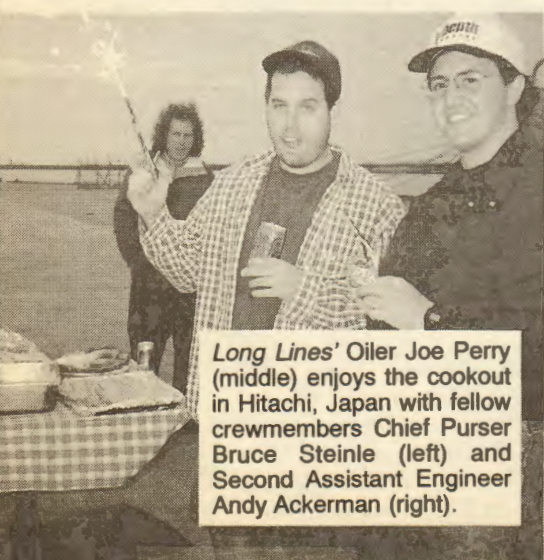
Cable AB Lee Hardman (left) and Steward Storekeeper Shari Smithson take a quick break from work loading cable aboard the ship in Hitachi, Japan. Smithson provided the photos on this page.



Following the completion of the longest cable lay in history, *Long Lines* crewmembers enjoy a cookout on deck.



Members of the *Long Lines'* steward department prepared special foods for crewmembers and Japanese workers while the ship took on cable in Hitachi, Japan.



*Long Lines'* Oiler Joe Perry (middle) enjoys the cookout in Hitachi, Japan with fellow crewmembers Chief Purser Bruce Steinle (left) and Second Assistant Engineer Andy Ackerman (right).



Aboard the *Long Lines*, ABs pay out cable into the Pacific Ocean between Guam and Hawaii.

AFL-CIO Maritime Trades Department Convention



# Delegates Hear Officials Announce Their Support for U.S. Ship Bill

Whether the words came from officials of the Clinton administration, members of Congress, the logistics chief for the U.S. Navy or the mayor of New York, the message delivered to the delegates of the 1995 AFL-CIO Maritime Trades Department (MTD) convention was the same: America needs its merchant fleet.

The speakers at the two-day meeting held in New York City all provided words of support to back up resolutions passed by the delegates, who came from the MTD's 40 member unions and 28 port councils.

### Working for Enactment

While those attending the convention called on Congress to pass legislation enacting a 10-year, \$1 billion maritime revitalization program, the chairman of the House Merchant Marine Oversight Panel said he is doing everything he can to pass the measure.

"I can assure you we will fight to get as much for the survival of the American merchant marine as possible," Representative Herbert H. Bateman (R-Va.) announced to the delegates.



U.S. Representative Herbert H. Bateman: *'The important point is to get a program authorized, funded and operating.'*

"The important point is to get a program authorized, funded and operating."

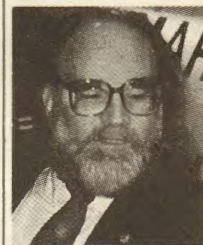
The chairman told the convention that bills to authorize the creation of a maritime revitalization program (H.R. 1350 in the House and S. 1139 in the Senate) have cleared the committee process and await action by their respective chambers. He also noted the Senate had gone a step beyond by providing \$46 million for

operating the program during Fiscal Year 1996 in its commerce appropriations bill. (That bill now is before a House-Senate conference committee. Both the authorization and appropriations bills have to pass Congress for the program to become reality.)

Bateman said he was assured by the leadership of the House that H.R. 1350 "will come to the floor this session. So, we are no longer talking about if; we are talking about when."

### Bipartisan Support

Stating that he would work with Bateman to get Democratic support for the measure was Representative Neil Abercrombie (D-Hawaii), who urged those listening to continue fighting for the legislation.



U.S. Representative Neil Abercrombie: *'We're trying to get this bill through.'*

"How are Herb Bateman and myself and other people who want to put the maritime [revitalization] bill [through] going to succeed if we can't get 218 votes? That's what it's about," Abercrombie said.

(In order for a bill to pass the House of Representatives, 218 of the 435 possible votes are needed.)

Abercrombie praised Bateman for working with Democrats and Republicans in order to craft maritime revitalization legislation and work for its passage.

Adding his support for the legislation was Maritime Administrator Albert Herberger, who noted passage in Congress is "closer at this point in time than we certainly have been in the last three years."

Herberger, who was a member of the Masters, Mates and Pilots before joining



Maritime Administrator Albert Herberger: *'The centerpiece of [our transportation system] has been the merchant marine.'*

the U.S. Navy and retiring as an admiral, said the merchant fleet is an important part of America's transportation needs.

"We have the finest transportation system in the world," he stated. "It is getting better day by day. The centerpiece of that has been the merchant marine."

### Needed by Military

Herberger told the audience that America's military forces will continue to need the commercial fleet well into the next century, in order for the nation to retain its superpower status.

"Ninety-five percent of the tonnage that has to go to any engagement for the foreseeable future—I'm saying the year 2025—95 percent of it will go by sealift. We need the skilled labor that will man our fleet."

Supporting Herberger's contention that the armed forces need a strong merchant fleet was the head of the Navy's logistics operations.

"We still depend on the liner fleet to meet the sustainment lift, mainly because most of it can be containerized," Vice Admiral William A. Eamer told the convention.



Vice Admiral William Eamer: *'We strongly support that program in DOD.'*

"This is what we did in Desert Storm, and this is what we plan to do in the future."

Eamer noted the vessels covered by a maritime revitalization program would "be more than adequate to meet our sustainment and resupply lift requirements into the future."

"We strongly support that program in the Department of Defense," said the admiral.

### Jones Act Endorsed

Those words almost echoed the remarks of the convention's keynote speaker, Transportation Secretary Federico Peña, who said, "The president and I believe in the maritime industry."



Transportation Sec'y Federico Peña: *'The president and I believe in the maritime industry.'*

"I contended from the very first day I took office that revitalizing the maritime industry was essential for our country. The maritime industry is essential to rebuilding the economy, essential to our transportation infrastructure, essential to fortifying our national security," Peña stated.

The secretary added that the

administration's support for the merchant marine is not limited to passing maritime revitalization. "There's something else that the president and I strongly support and that is the Jones Act," Peña proclaimed.

(The Jones Act is a 1920 law that states any cargo moved between two American ports must be carried aboard a U.S.-crewed, U.S.-flag and U.S.-built vessel. There have been some efforts recently to try to get Congress to look into repealing the nation's cabotage law.)

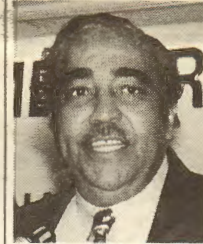
"Here we have a law that provides jobs for Americans, protects the environment, insures our national security, does it at no expense to the taxpayers without a dime of subsidies from Washington. So why should anyone want to repeal it?" the secretary remarked.

The delegates, through several resolutions, urged fellow trade unionists to support the Jones Act and inform elected officials of the law's importance to the nation's economy and transportation systems.

Peña noted the Clinton administration holds firm to its belief that given a level playing field America's working men and women "could compete in any market in the world."

### Rebuild City's Ports

Representative Charles Rangel (D-N.Y.) recalled the important role the U.S. merchant fleet played in his youth growing up in New York.

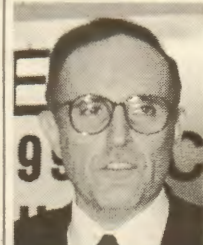


U.S. Representative Charles Rangel: *'The merchant marines were a place we could go and become somebody.'*

"The pride we had when we saw those ships moving out there with an American flag there, to know that in every neighborhood, no matter what the training or lack of training, the merchant marines were a place we could go and become somebody," the congressman said.

"That ship could dock in any port, and the men that got off of those ships were ambassadors for the United States of America, and they would set the standard for the entire world as to what a good ship was," Rangel remembered.

In an attempt to recapture that spirit as well as provide jobs along the New York waterfront, Mayor Rudolph Giuliani told the convention that his office will be working to rebuild the city's port facilities.



New York Mayor Rudolph Giuliani: *'Healthy ports create opportunities in the maritime industry and . . . other industries.'*

The mayor noted that maritime has played an important role throughout the history of the city and he plans to revive the industry in Brooklyn, Staten Island and Manhattan.

"Healthy ports create opportunities in the maritime industry and it creates opportunities in other industries as well," Giuliani said. "I'm telling you all this because I want you to know that my administration and the city of New York has a major commitment to this industry."

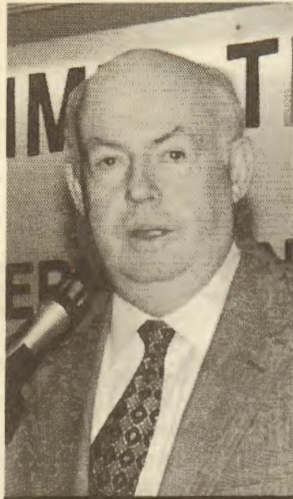
## Admiral Salutes World War II Merchant Mariners



Ray Crowell/Page One

Vice Admiral William A. Eamer, head of the U.S. Navy's logistics operations, talks with retired SIU contracts vice president Angus "Red" Campbell following the admiral's salute to merchant mariners who served during World War II. Campbell saw duty on a merchant ship off Normandy Beach during D-Day operations, June 6, 1944. Behind the pair is a display of World War II maritime-related posters brought to the MTD convention from the exhibit on display at the Paul Hall Center in Piney Point, Md.

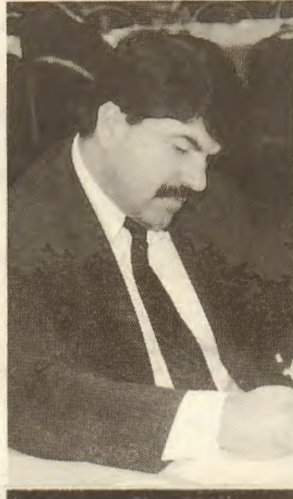
# AFL-CIO Maritime Trades Depart



**John J. Sweeney, President,** Service Employees International Union



**Michael Goodwin, President,** Office and Professional Employees International Union



**Richard L. Trumka, President,** United Mine Workers of America



**Timothy A. Brown, President,** International Organization of Masters, Mates & Pilots



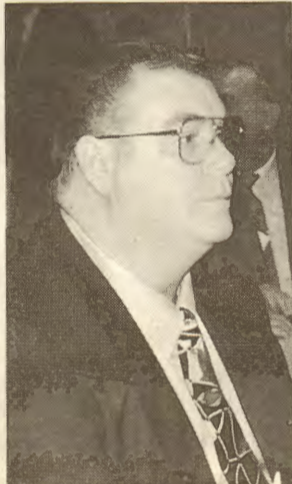
**Lenore Miller, President,** Retail, Wholesale and Department Store Union



**Frank Hanley,** International Union of Operating Engineers



**Joel E. Bem, President,** National Marine Engineers' Beneficial Association



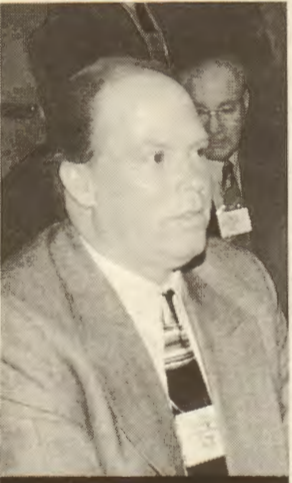
**Michael R. McKay, President,** American Maritime Officers



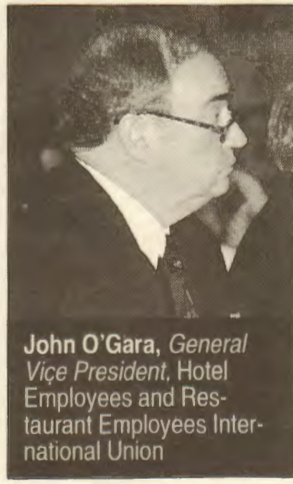
Delegates attending the 1995 AFL-CIO Maritime Trades Department biennial convention from the 40 member unions and 28 affiliated port councils discussed and debated issues related to the maritime industry and working Americans. Pictured on this page are some of the delegates who attended the two-day meeting in New York City.



**Gordon Baxter, Vice President,** Puget Sound MTD



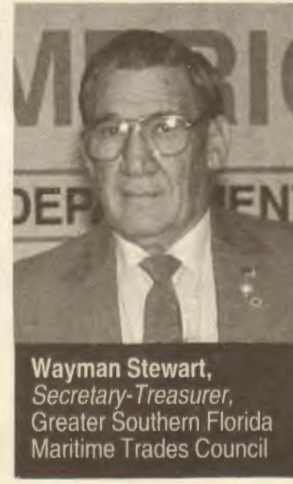
**Robert W. McKay, Secretary-Treasurer,** American Maritime Officers



**John O'Gara, General Vice President,** Hotel Employees and Restaurant Employees International Union



**Michel Desjardins, Secretary-Treasurer,** Seafarers International Union of Canada



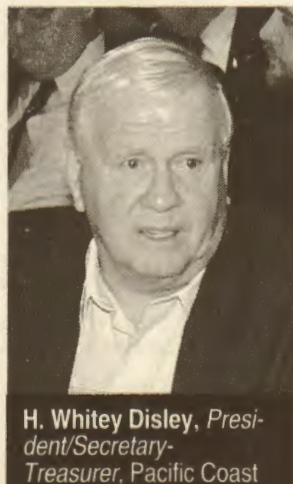
**Wayman Stewart, Secretary-Treasurer,** Greater Southern Florida Maritime Trades Council



**Fran Pol, President,** Union of Workers



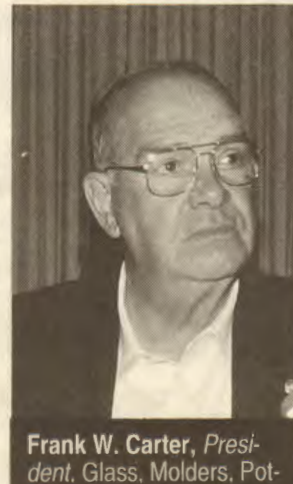
**Roy "Buck" Mercer, Vice President,** Government Services Division, Seafarers International Union



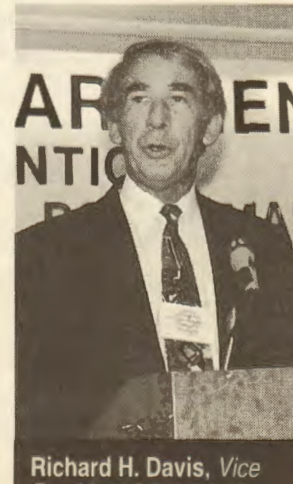
**H. Whitey Disley, President/Secretary-Treasurer,** Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association



**Edward Pulver, Vice President,** Seafarers International Union of North America



**Frank W. Carter, President,** Glass, Molders, Pottery, Plastics and Allied Workers International Union



**Richard H. Davis, Vice President Administration,** United Steelworkers of America

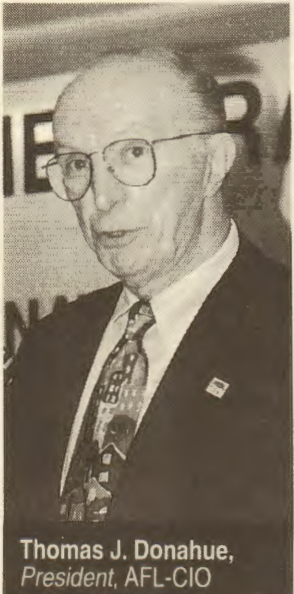


**Larry R., President,** Association of G...

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**Thomas J. Donahue,** President, AFL-CIO



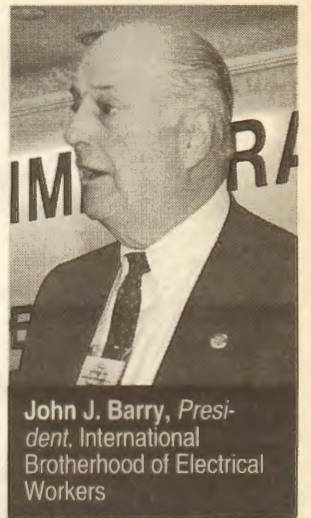
**Benny Holland,** General Vice President, International Longshoremen's Association



**Frank Lonardo,** General Organizer, International Longshoremen's Association



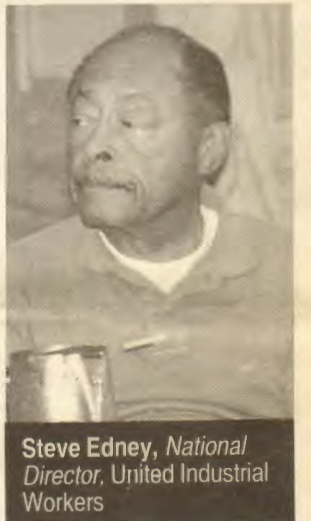
**John M. Bowers,** President, International Longshoremen's Association



**John J. Barry,** President, International Brotherhood of Electrical Workers



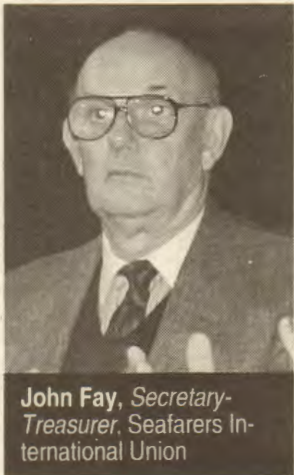
**Dean Corgey,** Vice President Gulf Coast, Seafarers International Union



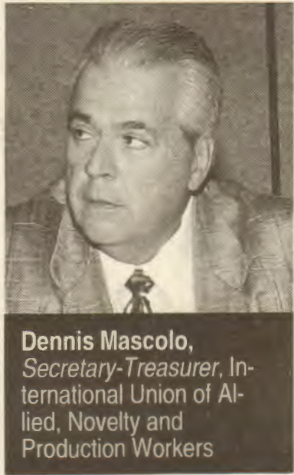
**Steve Edney,** National Director, United Industrial Workers



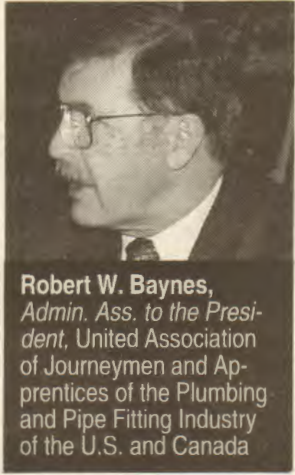
Vice Presi-  
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national



**John Fay,** Secretary-Treasurer, Seafarers International Union



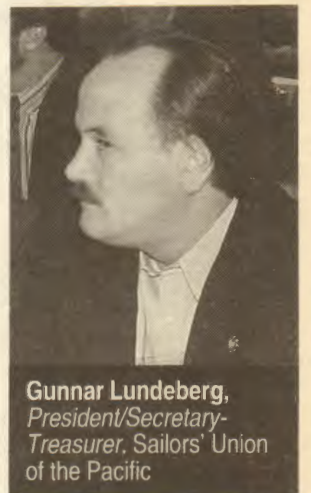
**Dennis Mascolo,** Secretary-Treasurer, International Union of Allied, Novelty and Production Workers



**Robert W. Baynes,** Admin. Ass. to the President, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada



**Richard W. Cordtz,** Secretary-Treasurer, Service Employees International Union



**Gunnar Lundeberg,** President/Secretary-Treasurer, Sailors' Union of the Pacific



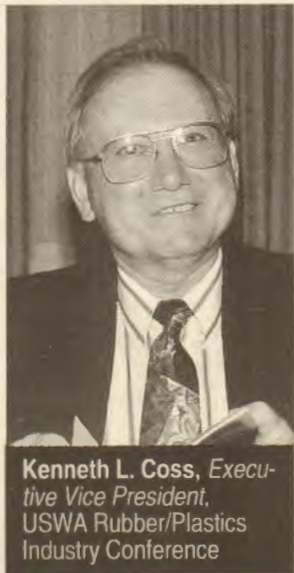
**Jackson,** President, American Federation of Grain Millers



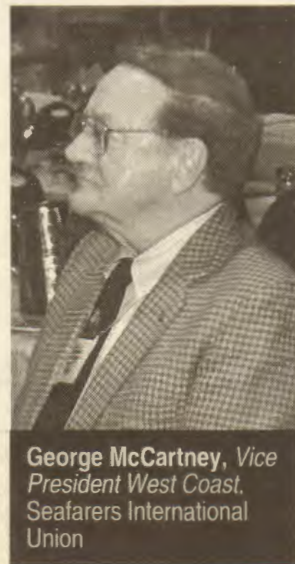
**Bill Dobbins,** Vice President Great Lakes Region, United Industrial Workers



**Jack Caffey,** Vice President Atlantic Coast, Seafarers International Union



**Kenneth L. Coss,** Executive Vice President, USWA Rubber/Plastics Industry Conference



**George McCartney,** Vice President West Coast, Seafarers International Union



**John Spadaro,** Vice President Atlantic Coast, United Industrial Workers

# AFL-CIO Maritime Trades Department Convention



## Unionists Fight for Job Security

Whether in Detroit, Seattle or Decatur, Ill., American workers are taking on giant corporations in an effort to ensure a decent living for themselves and their families, reported the presidents of three unions affiliated with the AFL-CIO Maritime Trades Department (MTD).

Speaking to the biennial convention of the MTD meeting in New York City October 19-20, the union presidents discussed strikes stemming from bitter disputes with employers bent on breaking the pay levels, benefits and job security of the trade unionists who built their companies.

Responding to the reports of George J. Kourpias, president, International Association of Machinists (IAM); Wayne E. Glenn, president, United Paperworkers International Union (UPIU) and James J. Norton, president, Graphic Communications International Union (GCIU), the MTD delegates, representing 40 national unions and 28 port councils, unanimously voted to support the striking workers and provide all assistance possible.

### Boycott Detroit Newspapers

In Detroit, where six unions are on strike against two newspapers—the



GCIU President James J. Norton: *'If you engage and cooperate in a boycott of the advertisers who go into the Detroit newspapers ... you will help bring an end to this strike.'*

*Detroit Free Press* and the *Detroit News*, union members are boycotting the two publications, the GCIU president reported.

The 2,500 union members who work as reporters, press operators, printers, engravers, copy editors, drivers, circulation employees, photographers, mailers, artists and graphic workers went on strike July 13.

The six newspaper unions have made an "unconditional offer to return to work, followed by 30 days of intense bargaining and a commitment that any unresolved issue at the end of the 30 days will be sent to binding arbitration," said Norton.

The GCIU president also noted that the striking unions had made proposals to the companies that would have resulted in a savings of \$15 million dollars.

But the two papers, owned by Gannett Co. and Knight-Ridder, are intent on eliminating 200 full time jobs and 1,600 newspaper carrier positions. The publications also insist on eliminating benefits and allowing increases in pay solely at the discretion of management. Thus, the strike goes on, Norton concluded.

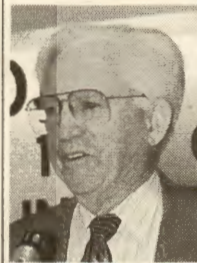
### Lock Out in Decatur

In Decatur, Ill. the British-owned Staley Corporation has locked out members of the UPIU for two years, reported Glenn.

The sweetener-producing company demanded elimination of an 8-hour workday and the 40-hour week, gutting the seniority provisions of the union contract and complete freedom to subcontract work. Glenn explained that when Staley unionists refused to roll over, the company forced a lock out and brought in replacement workers.

To aid the 700 Paperworkers on strike, trade unionists have urged Staley's largest

customers to do business elsewhere. To date, the company's number one customer—Miller Beer—has taken its business away from Staley. Glenn urged all trade unionists to assist in the campaign to convince Pepsi-Cola, the company's second largest customer, to stop ordering sweetener from Staley.



UPIU President Wayne E. Glenn: *'Sometimes we have to transfer the fight from the plant gate to wherever we can make company CEO's and stockholders the most uncomfortable.'*

### Rally With Boeing Workers

Kourpias informed the delegates that in Seattle members of the IAM went on strike last month against Boeing Corporation, a leading aerospace company known for building airplanes. Machinists' members also are on strike at other Boeing facilities in Wichita, Kan.; Portland, Ore. and Spokane, Wash., he said.

The central issue of the Boeing strike is job security, Kourpias said. Union members seek an opportunity to do the work before the company makes subcontracting decisions. Boeing also is seeking cuts in health care coverage that are unacceptable to the union.

To support the more than 32,000 striking Boeing Machinists, union members are joining picket lines and participating in rallies around the country.

Kourpias said the union's goal is "to get the company back to the table" in order to "start talking about both the cuts in health care and also about job security."

The IAM president noted the significance of the fight with Boeing. This struggle is "about whether or not the United States will continue to be number one in the aerospace industry and whether or not we will build airplanes in America or just sell them," Kourpias said. And it also is about whether America will have the kind of industries that can support highly skilled and well paid workers, he added.



IAM President George J. Kourpias: *'What is involved here is whether or not we are going to remain a high-wage, high-skilled society.'*

### MTD Pledge of Support

Noting that the struggle of one group of workers is a fight for all American trade unionists, MTD President Michael Sacco pledged the full cooperation and assistance of the MTD and its affiliated unions in the labor fights in Decatur, Detroit and Seattle.

"We'll be there on your picket lines, we'll make calls to CEOs, we'll stop buying goods advertized in scab newspapers. In short, we'll do whatever it takes to help the trade unionists in these struggles win and win big," Sacco said.

## Sacco, Zenga, Pecquex Elected to MTD Posts

By a unanimous vote, the delegates to the 1995 AFL-CIO Maritime Trades Department (MTD) biennial convention re-elected Michael Sacco as the department's president.

Also by acclamation, the delegates returned William Zenga as vice president and Frank Pecquex as executive secretary-treasurer to fill executive officer posts that will govern the MTD for the next four years.

Sacco, who serves as the president of the Seafarers International Union, was appointed by the department's executive board as president of the MTD in 1988. He was elected to his first full four-year term during the 1991 convention.

As MTD president, Sacco heads an organiza-

tion composed of 40 different national unions and 28 port councils located in the United States and Canada. The membership of the MTD represents 8.5 million workers in fields related to the maritime industry.

William Zenga originally was elected vice president of the MTD at the 1987 biennial convention and has been re-elected to the office at each successive convention.

A member of the International Union of Operating Engineers (IUOE) since 1941, Zenga currently serves as the business manager of IUOE Local 25, Marine Division, based in Metuchen, N.J. Zenga also serves as vice president of the Delaware Valley and Vicinity Maritime Port Council.

In his duties as vice

president, Zenga assists the president during meetings and presides in the president's absence.

Frank Pecquex was appointed executive secretary-treasurer in 1993 following the retirement of Jean Ingrao. This will be Pecquex's first full term.

The job of executive secretary-treasurer includes keeping records of MTD meetings and conventions, tracking the department's financial matters and conducting the correspondence pertaining to the office.

Prior to his appointment, Pecquex served from 1991 to 1993 as the MTD's administrator. In that post, the New York native coordinated activities between the MTD and its network of port maritime councils.

In 1985, Pecquex was designated the department's legislative director. In that post, he promoted

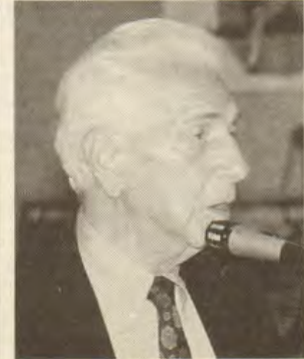
maritime and labor-related issues on Capitol Hill.

The MTD president, vice president and execu-

tive secretary-treasurer are elected every four years during the department's convention.



Being sworn in as officers of the Maritime Trades Department are, from the left, William Zenga, Michael Sacco and Frank Pecquex. Administering the oath is MTD General Counsel Leslie Tarantola.



Each officer received a nomination and second from the convention floor. From the left are Byron Kelley and Joseph Sacco of the Seafarers, who nominated Michael Sacco. The next two photos are of Wayne Gyenizs and Jack Webb of the Operating Engineers,

who nominated William Zenga. The final two pictured are Ed Panarello of the Maritime Port Council of Greater New York and Vicinity and Dennis Lundy of the Port Maritime Council of Southern California, who nominated Frank Pecquex.

# Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	34	24	4	21	8	1	10	71	50	16
Philadelphia	5	5	0	5	3	0	0	4	9	1
Baltimore	3	4	0	3	6	1	0	7	6	1
Norfolk	11	17	3	10	11	3	14	20	30	8
Mobile	9	10	0	7	7	0	1	15	20	2
New Orleans	19	22	0	17	18	0	5	26	39	2
Jacksonville	27	16	1	21	9	2	7	45	28	5
San Francisco	13	22	5	15	18	2	7	35	36	7
Wilmington	7	20	4	9	12	1	7	26	32	7
Seattle	25	17	2	19	16	0	4	55	45	4
Puerto Rico	9	8	1	12	2	0	2	11	11	8
Honolulu	11	12	4	7	6	3	4	12	23	8
Houston	27	28	8	16	16	1	5	51	55	14
St. Louis	2	3	0	1	1	0	0	2	3	0
Piney Point	0	10	0	0	2	0	0	1	15	2
Algonac	2	3	1	1	0	1	0	1	5	1
<b>Totals</b>	<b>204</b>	<b>221</b>	<b>33</b>	<b>164</b>	<b>135</b>	<b>15</b>	<b>66</b>	<b>382</b>	<b>407</b>	<b>86</b>
<b>ENGINE DEPARTMENT</b>										
New York	19	9	1	12	9	0	2	36	23	6
Philadelphia	6	3	0	1	1	0	0	6	3	1
Baltimore	2	10	0	3	2	1	0	1	13	1
Norfolk	7	13	1	5	8	1	1	10	15	5
Mobile	9	9	0	3	8	0	2	17	12	0
New Orleans	8	10	5	12	11	2	6	20	18	6
Jacksonville	12	10	0	15	7	1	2	22	23	1
San Francisco	13	12	1	10	14	0	6	24	19	1
Wilmington	5	11	5	5	6	1	4	11	21	10
Seattle	14	10	0	17	7	0	9	21	22	2
Puerto Rico	3	5	0	0	6	0	0	6	1	0
Honolulu	3	11	5	2	8	6	0	4	16	7
Houston	8	10	1	3	6	0	4	20	18	2
St. Louis	0	3	1	0	1	0	0	0	3	1
Piney Point	2	3	0	0	1	0	0	4	14	0
Algonac	0	1	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>111</b>	<b>130</b>	<b>20</b>	<b>88</b>	<b>95</b>	<b>12</b>	<b>36</b>	<b>202</b>	<b>222</b>	<b>43</b>
<b>STEWARD DEPARTMENT</b>										
New York	17	10	0	10	2	0	2	29	23	1
Philadelphia	0	2	1	0	2	0	0	0	2	2
Baltimore	6	3	0	1	4	0	1	9	1	0
Norfolk	6	3	2	3	4	2	1	9	13	4
Mobile	3	3	0	3	1	0	0	5	5	0
New Orleans	7	11	1	4	7	0	10	16	15	3
Jacksonville	9	8	3	13	4	1	6	11	17	2
San Francisco	23	8	0	24	4	0	9	56	20	2
Wilmington	13	4	2	7	0	0	1	20	9	4
Seattle	12	7	1	18	3	0	2	29	7	2
Puerto Rico	3	4	0	1	3	0	2	4	1	1
Honolulu	11	17	15	8	8	12	3	15	23	14
Houston	10	8	0	7	3	0	4	19	15	0
St. Louis	0	1	0	0	0	0	0	1	1	0
Piney Point	4	3	0	2	1	0	0	10	7	1
Algonac	1	1	0	1	2	0	0	0	0	0
<b>Totals</b>	<b>125</b>	<b>93</b>	<b>25</b>	<b>102</b>	<b>48</b>	<b>15</b>	<b>41</b>	<b>233</b>	<b>159</b>	<b>36</b>
<b>ENTRY DEPARTMENT</b>										
New York	6	32	7	8	13	0	0	15	68	24
Philadelphia	1	0	2	0	0	0	0	2	1	5
Baltimore	0	9	1	0	3	0	0	1	11	4
Norfolk	1	15	9	0	10	9	0	2	17	19
Mobile	1	8	1	0	3	0	0	3	27	2
New Orleans	4	17	5	2	10	4	0	11	26	17
Jacksonville	3	18	7	3	8	3	0	4	28	14
San Francisco	9	27	5	7	8	2	0	12	51	18
Wilmington	5	19	9	3	5	2	0	7	35	17
Seattle	6	19	3	9	11	1	0	11	35	8
Puerto Rico	3	7	3	4	3	0	0	9	15	12
Honolulu	6	48	75	4	45	89	0	9	57	70
Houston	1	7	5	0	5	0	0	2	28	9
St. Louis	0	3	0	0	0	0	0	0	5	0
Piney Point	0	26	0	0	10	1	0	0	31	1
Algonac	0	1	0	0	0	1	0	0	1	1
<b>Totals</b>	<b>46</b>	<b>256</b>	<b>132</b>	<b>40</b>	<b>134</b>	<b>112</b>	<b>0</b>	<b>88</b>	<b>436</b>	<b>221</b>
<b>Totals All Departments</b>	<b>486</b>	<b>700</b>	<b>210</b>	<b>394</b>	<b>412</b>	<b>154</b>	<b>143</b>	<b>905</b>	<b>1,224</b>	<b>386</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.

## December 1995 & January 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
Monday: December 4, January 8

**New York**  
Tuesday: December 5, January 9

**Philadelphia**  
Wednesday: December 6, January 10

**Baltimore**  
Thursday: December 7, January 11

**Norfolk**  
Thursday: December 7, January 11

**Jacksonville**  
Thursday: December 7, January 11

**Algonac**  
Friday: December 8, January 12

**Houston**  
Monday: December 11, January 15

**New Orleans**  
Tuesday: December 12, January 16

**Mobile**  
Wednesday: December 13, January 17

**San Francisco**  
Thursday: December 14, January 18

**Wilmington**  
Monday, December 18, January 22

**Seattle**  
Friday: December 22, January 26

**San Juan**  
Thursday: December 7, January 11

**St. Louis**  
Friday: December 15, January 19

**Honolulu**  
Friday: December 15, January 19

**Duluth**  
Wednesday: December 13, January 17

**Jersey City**  
Wednesday: December 20, January 24

**New Bedford**  
Tuesday: December 19, January 23

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

## 1996 Scholarships Open To Seafarers, Dependents

Seven scholarships will be awarded next year to three SIU members and four dependent children (or spouses) of Seafarers. Of the three SIU scholarships, one is a four-year stipend in the total amount of \$15,000; two are two-year scholarships, each totalling \$6,000. Each of the dependent scholarships is for \$15,000.

**One hint:** In order to win one of the scholarships, an application form must be filled out and sent to the Seafarers Welfare Plan on or before April 15, 1996.

That leaves just five months to collect all the necessary paperwork that must be included with the application package.

The first step is to get an application form (either by mail using the coupon below or from any SIU hall). The next step is to fill out the form and gather the other items that accompany the form. These include an autobiographical statement, a photograph, a certified copy of applicant's birth certificate, high school transcripts and certification of graduation or official copy of high school equivalency scores, college transcripts, letters of reference and SAT or ACT score results.

**Another hint:** Five months may seem like a lot of time to complete the application package, but it should be noted that some schools often are very slow in handling transcript requests. There is no time like the present to start the process.

Please send me the 1996 SIU scholarship program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

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

This application is for  Self  Dependent

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

**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 Corgoy  
Vice President Gulf Coast

**HEADQUARTERS**

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

**ALGONAC**

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

**BALTIMORE**

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

**DULUTH**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JERSEY CITY**

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

**MOBILE**

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

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

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

**NORFOLK**

115 Third St.  
Norfolk, VA 23510  
(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 16 1/2  
Santurce, PR 00907  
(809) 721-4033

**SEATTLE**

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

**ST. LOUIS**

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

**WILMINGTON**

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

**Dispatchers' Report for Great Lakes**

SEPTEMBER 16—OCTOBER 15, 1995

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	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	21	7	0	39	9	0	11	13
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	8	0	0	20	5	0	20	5
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	5	2	0	5	2	0	9	5
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	2	17	0	0	0	0	38	11
<b>Totals All Departments</b>	<b>0</b>	<b>36</b>	<b>26</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>0</b>	<b>78</b>	<b>34</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, 1995

\*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	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	3	0	0	11	2	0
Gulf Coast	1	3	6	1	1	1	3	2	15
Lakes & Inland Waters	37	5	0	10	1	0	19	21	0
West Coast	2	1	5	18	1	5	7	5	27
<b>Totals</b>	<b>42</b>	<b>9</b>	<b>11</b>	<b>32</b>	<b>3</b>	<b>6</b>	<b>40</b>	<b>30</b>	<b>42</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	3	0	0	1	0	0	3	1	1
Gulf Coast	0	0	2	1	0	0	1	0	1
Lakes & Inland Waters	5	2	0	6	0	0	5	5	0
West Coast	0	0	0	3	0	0	0	0	1
<b>Totals</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>3</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	3	0	0
Gulf Coast	0	0	2	0	0	0	1	1	6
Lakes & Inland Waters	7	1	0	5	2	0	7	11	0
West Coast	0	0	5	1	0	5	0	0	13
<b>Totals</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>12</b>	<b>19</b>
<b>Totals All Departments</b>	<b>58</b>	<b>12</b>	<b>20</b>	<b>49</b>	<b>5</b>	<b>11</b>	<b>60</b>	<b>48</b>	<b>64</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.

**SIU BULLETIN BOARD**

**FLU SHOTS BEING GIVEN IN PORT OF SEATTLE**

Virginia Mason Clinic will again offer flu shots this year to members who qualify under the rules of the Seafarers Welfare Plan. The inoculations will be given on Monday, November 20, 1995, between 9:00 a.m. and 12:00 noon and again between 1:30 p.m. and 3:00 p.m. at the Seattle union hall, located at 2505 1st Avenue. In order to expedite the necessary paperwork, it is requested that

any member intending to receive a flu shot call the hall one week prior to November 20. The telephone number is (206) 441-1960.

To utilize this benefit, a member must be qualified under the rules of the plan. He or she must bring proof of 120 days seetime for 1994 and one day of covered employment on or after May 15, 1995. (There are no exceptions to this rule.)

**UPDATE YOUR ADDRESS**

In order to ensure that SIU members and pensioners receive a copy of the Seafarers LOG each month—as well as other important mail—a correct home address must be on file with the union.

If you have moved recently and have not yet notified the union, go to your nearest SIU hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

**SEAFARERS MUST RENEW Z-CARDS BY 1999**

Merchant seamen must renew their z-cards every five years, according to U.S. Coast Guard regulations. In order to keep their merchant mariner's documents up to date, Seafarers can use the chart on the right. Renewal dates are determined by the issuance date on the z-cards. The exact date of expiration matches the month and date when the document was issued.

Issuance Year	1990	1991	1992	1993	1994
	1985	1986	1987	1988	1989
	1980	1981	1982	1983	1984
	1975	1976	1977	1978	1979
	1970	1971	1972	1973	1974
	1965	1966	1967	1968	1969
	1960	1961	1962	1963	1964
	1955	1956	1957	1958	1959
	1950	1951	1952	1953	1954
	1945	1946	1947	1948	1949
	1940	1941	1942	1943	1944
			1937	1938	1939
Renewal Year	1995	1996	1997	1998	1999

Source: Federal Register, September 27, 1994



## The SIU Wishes Our New Pensioners The Wind to Their Backs and Harbor from Storms

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

Among the 19 Seafarers joining the ranks of pensioners this month is Bosun **Billie B. Darley**. His 50 years with the union began aboard a Liberty ship and ended when he signed off the *LNG Capricorn*.

He is one of 13 pensioners who sailed in the deep sea department; another five navigated the inland waterways, and one shipped in the Atlantic Fishermen's division.

Nine of the retiring SIU members served in the U.S. military—four in the Navy, three in the Army, one in the Marine Corps and one in the Coast Guard.

Among those joining the ranks of the retirees, **Paul M. Butterworth**, **Harold F. Eady** and **Darley** completed the bosun recertification course at the Lundeberg School in Piney Point, Md., while **Marvin Deloatch** graduated from the steward recertification course there. These courses offer the highest level of training for deck and steward department members at the Lundeberg School.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

deberg School. Born in Massachusetts, Brother **Craig** presently resides in Florida.

**BILLIE B. DARLEY**, 67, first sailed for the SIU in 1945 aboard the *Charles W. Warfield*. The deck



department member upgraded at the Lundeberg School and graduated from the bosun recertification course there in 1984. Since 1980, he has sailed primarily aboard LNG vessels. Born in Florida, Brother **Darley** continues to live in that state.

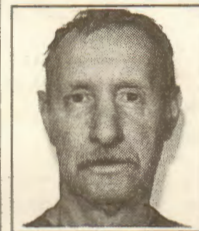


**MARVIN DELOATCH**, 57, began sailing with the Seafarers in 1964 from the port of Norfolk, Va.

Brother **Deloatch** shipped in the steward department. He upgraded at the Lundeberg School and completed the steward recertification program there in 1980. He also was involved with union organizing activities. Born in North Carolina, Brother **Deloatch** makes his home in New York.

*Carolina*. Brother **Escobar** upgraded at the Lundeberg School. He has retired to his native Puerto Rico.

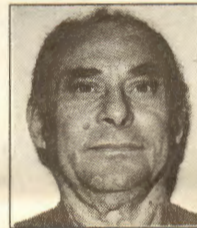
**MOHAMED A. ELJANNY**, 65, began sailing with the Seafarers in 1971 from the port of Detroit. Brother **Eljanny** sailed in both the deck and engine departments and shipped in all three divisions: deep sea, inland and Great Lakes. Born in Arabia, Brother **Eljanny** now resides in Michigan.



**ROBERT J. KOTECKI**, 65, joined the SIU in 1962 in the port of Jacksonville, Fla. Brother

**Kotecki** sailed in both the steward and engine departments. He served in the U.S. Army from 1950 to 1953. Born in Illinois, Brother **Kotecki** now calls Florida home.

**PABLO RAMOS**, 59, started his career with the Seafarers in 1966 in the port of New York.

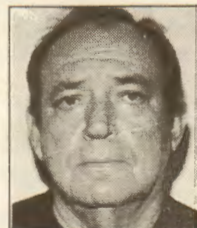


Brother **Ramos** sailed in the deck department and upgraded at the Lundeberg School. Born in Puerto Rico, Brother **Ramos** now lives in New York.

**ANTHONY S. ROTUNDA**, 59, graduated from the Andrew Furuseth Training School in

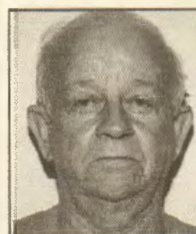
1961 and joined the union in the port of New York. Brother **Rotunda** sailed as a member of the engine department and was actively involved in union organizing activities. From 1956 to 1960, he served in the U.S. Navy. A native of West Virginia, Brother **Rotunda** continues to live there.

**GEORGE S. THOMPSON**, 65, began sailing with the union in



1968 in the port of Philadelphia. The Pennsylvania native shipped in the engine department and upgraded at the Lundeberg School. From 1947 to 1951, he served in the U.S. Navy. Brother **Thomas** continues to live in his native state of Pennsylvania.

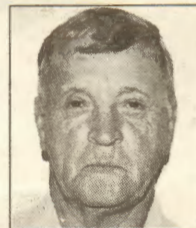
**PAUL F. WHALEN**, 67, started his career with the Seafarers in 1958 in the port of



New York. The New York native sailed in the engine department. He attended upgrading courses at the Lundeberg School. From 1951 to 1952, he served in the U.S. Army. Brother **Whalen** now calls California home.

### INLAND

**WILFORD W. HOPKINS**, 62, joined the Seafarers in 1966 in the port of Norfolk, Va.



During his union career, **Boatman Hopkins** sailed as a launch operator, relief captain and captain. Born in North Carolina, **Boatman Hopkins** has retired to that state.



**CARLTON A. SHANNON**, 62, started his career with the Seafarers in 1977 in the port of

Piney Point, Md. **Boatman Shannon** sailed as a member of the engine department. From 1951 to 1972 he served in the U.S. Coast Guard. A native of North Carolina, **Boatman Shan-**

non continues to live in his home state.

**NORMAN W. SAWYER**, 62, started his career with the SIU in 1956 in the port of Norfolk, Va. **Boatman Sawyer** sailed in both the steward and engine departments. Born in Virginia, he presently lives in North Carolina.

**WOODROW W. STOKLEY**, 56, joined the SIU in 1972 in the port of Norfolk, Va. **Boatman Stokley** shipped in the engine department, last sailing as an engineer. Born in North Carolina, **Boatman Stokley** now makes his home in Virginia.

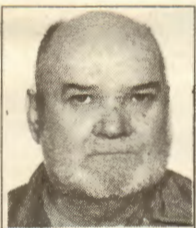
### ATLANTIC FISHERMEN

**LEO J. SABATO**, 67, joined the Atlantic Fishermen's Union in 1946 in the port of



Gloucester, Mass. Born in Massachusetts, he shipped in the deck department. In 1968 Brother **Sabato** became an official for the union and served as a port agent in the port of Gloucester, Mass. As a rank-and-file member, he participated in a number of organizing drives and beefs. Brother **Sabato** continues to live in his native state of Massachusetts.

### DEEP SEA



**RAYMOND V. BAKER**, 65, began sailing with the Seafarers in 1948 from the port of Norfolk, Va.

Brother **Baker** shipped as a member of the engine department. He served in the U.S. Army from 1954 to 1956. Born in Georgia, Brother **Baker** makes his home in Texas.

**PAUL M. BUTTERWORTH**, 70, started his career with the SIU in 1968 in the port of Baltimore.



The deck department member upgraded at the Lundeberg School in Piney Point, Md., and completed the bosun recertification course there in 1982. From 1943 to 1945, he served in the U.S. Navy. Born in West Virginia, Brother **Butterworth** now lives in Georgia.



**LAWRENCE CRAIG**, 66, began sailing with the Seafarers in 1948 from the port of Seattle. He shipped in the engine department and upgraded to QMED at the Lun-

**KENNETH DYKSTRA**, 65, started his career with the SIU in 1968 in the port of Detroit. The Michigan native shipped in the deck department in both the deep sea and Great Lakes divisions. Brother **Dykstra** has retired to Michigan.



**HAROLD F. EADY**, 65, joined the union in 1967 in the port of San Francisco. The deck department

member upgraded his skills at the Lundeberg School and graduated from the bosun recertification course there in 1990. From 1951 to 1954, he served in the U.S. Navy. Born in Illinois, Brother **Eady** presently lives in Texas.

**ROBERTO ESCOBAR**, 53, graduated from the Andrew Furuseth Training School in 1960 and started his career with the union in the port of New York.



Born in Puerto Rico, he sailed in the steward department, last sailing as a chief cook aboard the *NPR, Inc.* vessel, the

### LOG-A-RHYTHM

by Eddie Dale Sessions III

### Song of the Tradewinds

*Oh I am the wind the sailors love,  
I am steady and strong and true.  
They follow my track by the clouds above,  
Over the fathomless tropic blue.*

*Through daylight and dark, I follow the bark,  
I keep like a hound on the trail.  
I'm stronger at noon, yet under the moon  
I stiffen the bunt of the sails.*

*Yes I am the wind, your next of kin,  
Race with me o'er the top of the waves.  
I love all the sailors and ships upon the seas,  
The dolphins, the whales and the bays!*

### Ships on Canvas

*Now I don't care from which way  
the winds shall blow, north-south-the Gulf,  
from the bays or the China Sea!  
Just paint me a ship that's like a ship,  
and that'll do for me!*

(Eddie Dale Sessions III sailed with the SIU from 1987 until 1990, last shipping as an AB aboard the *M.V. Faust*. He presently resides in Phoenix, Ariz. where he wrote these poems.)

## 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.

**LNG GEMINI (ETC)**, July 16—Chairman **Ramli Mohamad**, Secretary **Dana Cunningham**, Educational Director **D. Wise**, Deck Delegate **Paul Jagger**, Engine Delegate **Kevin Conklin**. Secretary thanked crew for keeping lounge in order and reminded those signing off to leave quarters clean. Educational director advised members to upgrade at Lundeberg School as soon as possible. Treasurer announced \$331 in ship's fund. Deck delegate noted lack of air conditioning aboard ship while in shipyard. No beefs or disputed OT reported. Bosun reported telex from SIU Vice President Contracts **Augie Tellez** about deck crew work received and posted on crew bulletin board. Crew discussed purchase of snorkeling equipment, dictionary and world atlas from money in ship's fund. Crewmembers extended vote of thanks to steward department for job well done. Crew reported **LNG Gemini** responded to distress signal from crew of **Minral Dampier**. Following five-hour search of area, nothing was recovered. Next port: Nagoya, Japan.

**PAUL BUCK** (Ocean Shipholding), July 2—Chairman **Luke Wells**, Secretary **Dwight Wuerth**, Educational Director **James Robbins**, Engine Delegate **Jonathan Newhouse**, Steward Delegate **Al Young**. Chairman stated new washer and dryer needed for crew laundry. He advised crew of return flight arrangements being made which will be relayed once ship arrives in port. Bosun thanked galley gang for excellent cookouts. Educational director reminded crew to attend tanker operations course at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into issuing members insurance photo I.D.s so they can go to hospitals without problem. Chairman asked crew to consider others on board by using

proper washing machines and dryers for work clothes.

**ITB JACKSONVILLE** (Sheridan Transportation), August 27—Chairman **Walter Petty**, Secretary **Rayfield Crawford**, Educational Director **Jurgen Gottschlich**, Deck Delegate **Hans Gottschlich**, Steward Delegate **Luis Escobar**. Chairman urged crewmembers to upgrade at Paul Hall Center. No beefs or disputed OT reported. Chairman advised crew of new regulations for tankermen and stressed importance of taking Lundeberg School's tanker operations course. Crew thanked steward department for job well done.

**LAWRENCE H. GIANELLA** (Ocean Shipholding), August 29—Chairman **Rudy Santos**, Secretary **James Lewis**, Deck Delegate **Scott Snodgrass**, Engine Delegate **Joe Walker**, Steward Delegate **S. Suraredjo**. Chairman reported \$170 in ship's fund. Secretary asked contracts department to make sure company provides adequate supply of fresh fruit and vegetables and sufficient amount of milk to last entire trip. Chairman reminded crew to attend tanker operations course at Piney Point.

**PAUL BUCK** (Ocean Shipholding), August 27—Chairman **John Koneles**, Secretary **Dwight Wuerth**, Educational Director **James Robbins**, Deck Delegate **Todd McClane**, Engine Delegate **Lionel Lee**, Steward Delegate **David Smith**. Chairman noted new mattresses would come on board in Houston, while dryers and VCR would be requested upon arrival. He reminded crewmembers to attend tanker operations course by next year. Secretary informed crew that reports of tanker operations course being offered at Paul Hall Center have been very favorable. Educational director encouraged all members to attend upgrading classes at Lundeberg School. No beefs or disputed OT reported. Next port: Norfolk, Va.

**SEA-LAND DISCOVERY** (Sea-Land Service), August 28—Chairman **J.R. Wilson**, Secretary **Brenda Kamiya**, Educational Director **Robert Martinez**, Deck Delegate **Monte Grimes**, Engine Delegate **Jorge Bermeo**, Steward Delegate **Jorge Salazar**. Chairman discussed sending letter to contracts department concerning sailing days per trip. Bosun thanked all unlicensed crewmembers and stated he hoped to sail with such outstanding SIU members again. No beefs or disputed OT reported. Steward delegate thanked crew for separating plastics from other trash. Crew thanked steward department for job well done. Next port: Oakland, Calif.

**SEA-LAND EXPLORER** (Sea-Land Service), August 28—Chairman **William Lough**, Secretary **William Burdette**, Educational Director **Bozidar Balic**. Engine delegate reported disputed OT. No beefs or disputed OT noted by deck or steward department delegates. Crew reported water in crew's quarters too hot for comfortable showers. Crew noted captain ordered gangway secured in position that blocks lifeboats. Crew thanked galley gang for job well done. Next port: Long Beach, Calif.

**SEA-LAND RELIANCE** (Sea-Land Service), August 27—Chairman **Dennis Brown**, Secretary **Gene Sivley**, Educational Director **Steve Biglow**, Deck Delegate **George Vukmir**, Engine Delegate **Prentiss Smith**, Steward Delegate **Dien Short**. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done. Next port: Tacoma, Wash.

**CHARLESTON** (Apex Marine), September 21—Chairman **Anthony Maben**, Secretary **German Rios**, Educational Director **G. Demetropoulos**, Steward Delegate **James Harris**. Chairman noted patrolman to meet ship in Charleston, S.C. for payoff. Secretary discussed importance of SPAD in upcoming elections and asked members to support union in all activities. Educational director urged crew to take tanker operations course at Piney Point. No beefs or disputed OT reported. Educational director gave special vote of thanks to galley gang for fine job. Next port: Jacksonville, Fla.

**CLEVELAND** (Sealift, Inc.), September 17—Chairman **D.J. Garoutte**, Secretary **M. Vinca**, Educational Director **L.S. Samra**, Deck Delegate **Paul Cadran**, Engine Delegate **Steve Sanches**, Steward Delegate **Carlos Sierra**. Chairman discussed Alaskan oil legislation and noted passage will mean more jobs for American seamen. He reminded crewmembers if they have shipboard problems to report them to department delegates. He advised crew to dispose of trash in proper containers. Secretary asked crew to separate plastic items from other refuse. Educational director urged members to upgrade at Paul Hall Center. Treasurer announced \$105 in ship's fund. No beefs or disputed OT reported. Chairman asked crew to keep laundry room clean and noise down. Next port: Diego Garcia.

**LNG CAPRICORN** (ETC), September 24—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Otis Sessions**, Deck Delegate **Richard Lewis**, Engine Delegate **Robert Rice**. Chairman commended crew for fine voyage. He thanked all hands for performing in "best SIU tradition." Secretary informed crew that vacation forms are on board ship. Educational director encouraged crewmembers to upgrade and better their skills at Paul Hall Center. No beefs or disputed OT reported. Treasurer announced \$220 in ship's fund. Crew asked for improved communications with union headquarters. Crew thanked galley gang for delicious steak dinner. Next port: Nagoya, Japan.

**LNG GEMINI** (ETC), September 3—Chairman **Philip Parisi**, Secretary **Kris Hopkins**, Educational Director **William Twiford**, Deck Delegate **Paul Jagger**, Engine Delegate **Thomas Flynn**, Steward Delegate **Patricia Ballance**. Secretary explained sanitation process for ship's second deck. Educational delegate urged members to upgrade and take advantage of educational opportunities at Piney Point. Treasurer announced \$400 in ship's fund. No beefs or disputed OT reported. Chairman asked crewmembers to help keep lounge clean and avoid slamming doors, which disturbs those sleeping on first and second decks. Next port: Bontang, Indonesia.

**OVERSEAS OHIO** (Maritime Overseas), September 24—Chairman **Gregory Hamilton**, Secretary **Earl Gray Sr.**, Educational Director **Scott Wilkinson**, Deck Delegate **Bill Barrett**, Engine Delegate **Gregory Johns**, Steward Delegate **R. Lee**. Chairman told crewmembers there will be ice forming on deck this trip and advised them to use extra care. He informed crew arctic gear would be

issued soon. Bosun encouraged crewmembers to remain politically active by writing congressmen and urging them to support H.R. 1350, the maritime revitalization bill. Secretary explained that survival of maritime depends on members staying politically active. He spoke to crew about need for members to write Congress to support maritime bills. Educational director noted importance of upgrading at Paul Hall Center and attending tanker operations course. No beefs or disputed OT reported. Crew reminded to read monthly President's Report in LOG. Crew extended vote of thanks to galley gang for job well done. Next port: Valdez, Alaska.

**OVERSEAS PHILADELPHIA** (Maritime Overseas), September

asked contracts department to look into more timely reimbursement of medical expenses for members and families.

**SEA-LAND ATLANTIC** (Sea-Land Service), September 24—Chairman **William Stoltz**, Secretary **Edward Porter**, Educational Director **Ralph Garner**. No beefs or disputed OT reported. Crew asked that new ice machine be fixed upon arrival in port of Port Elizabeth, N.J.

**SEA-LAND CONSUMER** (Sea-Land Service), September 5—Chairman **Norberto Prats**, Secretary **Mark Holley**. Educational director advised crewmembers of importance of upgrading at Paul Hall Center. No beefs or disputed

### Service With a Smile Aboard the Bobo



Adding a few last-minute ingredients is all that remains to complete preparations for another meal aboard the 2nd Lt. John P. Bobo. Chief Steward **Dorray Saberon** took this picture of his fellow galley gang members on the Amsea vessel. They are (from left, front row) Chief Cook **Santa Paturzo**, SA **Darlene Cherry**, Cook/Baker **Sharon Herner**, (back row) SA **Toro Jerson** and SA **Bruce Davidson**.

10—Chairman **Tim Olvany**, Secretary **Mark Flores**, Educational Director **Patrick Coppola**, Deck Delegate **Justo Lacayo**, Engine Delegate **Spencer Smith**, Steward Delegate **Angel Correa**. Chairman announced upcoming payoff and asked crewmembers to clean rooms before leaving ship. Bosun encouraged members to donate to SPAD to keep maritime a high priority in Congress. Secretary reminded crew to remain aware of union and maritime activities by reading *Seafarers LOG*. Educational director urged crew to write congressmen for their support for maritime legislation. He also stressed importance of upgrading skills at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crewmembers not to smoke in mess hall during meal hours. Crew asked contracts department to look into reducing time needed for pension. Crew thanked steward department for job well done. Crewmembers observed moment of silence for departed SIU brothers and sisters.

**PAUL BUCK** (Ocean Shipholding), September 17—Chairman **John Koneles**, Secretary **Dwight Wuerth**, Educational Director **James Robbins**, Deck Delegate **Gary Nogel**, Engine Delegate **Lionel Lee**, Steward Delegate **David Smith**. Crew discussed upgrading lounge VCR to multi-system model so American movies can be purchased and viewed overseas. Chairman noted payoff in Norfolk, Va. Secretary reported reliefs due aboard ship on October 4 in Puerto Rico. Educational director reminded members to attend tanker operations course at Piney Point. He also discussed U.S. Coast Guard tankerman's endorsements. No beefs or disputed OT reported. Chairman read crew latest tanker operations course information in *Seafarers LOG*. Crew

OT reported. Steward delegate asked crew to keep doors to mess room locked while in port. Crew gave vote of thanks to galley gang for job well done. Next port: Elizabeth, N.J.

**SEA-LAND PRODUCER** (Sea-Land Service), September 3—Chairman **Ken McGregor**, Secretary **George Boop**, Educational Director **Robert Hamil**, Deck Delegate **Larry Reiner**. Chairman reported entire *Sea-Land Producer* crew sent letters to their senators and representatives in Congress, urging support for H.R. 1350 and S. 1139, the maritime revitalization bills. Bosun thanked deck delegate **Reiner** for promoting shipwide letter-writing campaign. He additionally stressed importance of contributing to SPAD. He also thanked deck department for job well done in cargo holds. Educational director stressed importance of tanker operations course at Paul Hall Center. No beefs or disputed OT reported. Crew extended "very well deserved" vote of thanks to steward department for excellent food and smiling faces.

**SGT. MATEJ KOCAK** (Waterman Steamship), September 3—Chairman **Angelo Urti**, Secretary **Lonnie Gamble**, Educational Director **Donald Peterson**, Engine Delegate **Robert Hines Jr.**, Steward Delegate **Kenneth Greenidge**. Chairman announced payoff upon arrival in Morehead City, N.C. on September 5. Educational director advised crewmembers to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew thanked union headquarters for sending ship copies of *Seafarers LOG*, which keeps them informed on union news. Chairman gave personal thanks to galley gang, engine and deck departments for jobs well done.

### Hook-up on the Hudson



Bosun **Jerry Borucki** operates the *OMI Hudson's* crane during hook-up of the aft cargo hoses at Union Oil Co. in Richmond, Calif.

# Final Departures

## DEEP SEA

### JAMES W. CARTER



Pensioner James W. Carter, 91, died August 7. The Alabama native started his career with the SIU in 1944 in

the port of Mobile, Ala. Brother Carter shipped in the steward department, last sailing as a chief cook. He began receiving his pension in March 1968.

### HOWARD F. CLARK



Howard F. Clark, 60, passed away September 10. Born in South Dakota, he joined the Seafarers in 1966 in the

port of San Francisco. Brother Clark sailed in the steward department. He graduated from the bosun recertification course in 1979 at the union's training facility, the Lundeberg School, in Piney Point, Md. From 1953 to 1957, he served in the U.S. Navy.

### EDWARD "EDDIE" DALE



Pensioner Edward "Eddie" Dale, 68, passed away August 27. Brother Dale graduated from the Andrew Furuseth

Training School, which provided entry-level skills, in 1962 and joined the Seafarers in the port of New York. The Alabama native sailed in the steward department and completed the steward recertification course in 1980 at the Lundeberg School. From 1945 to 1955, he served in the U.S. Army. Brother Dale retired in November 1989.

### JACOBO ENRIQUEZ



Pensioner Jacobo Enriquez, 88, passed away July 21. He began his sailing career with the union in

1941 in the port of New York. Brother Enriquez shipped in the steward department and was active in various union organizing drives. Born in Puerto Rico, Brother Enriquez began receiving his pension in September 1972.

### LYNWOOD FITZGERALD



Pensioner Lynwood Fitzgerald, 71, passed away July 11. Born in Virginia, he began sailing with the Seafarers in

1948 from the port of Baltimore. Brother Fitzgerald sailed in the engine department and upgraded frequently at the Lundeberg School. From 1944 to 1946, he served in the U.S. Navy. Brother

Fitzgerald began receiving his pension in June 1981.

### JIRO DEWA

Pensioner Jiro Dewa, 77, died August 7. He started sailing with the Marine Cooks and Stewards in 1939 from the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Hawaii, Brother Dewa began receiving his pension in February 1980.

### EDWARD S. FRIEDERICK

Pensioner Edward S. Friederick, 88, passed away February 17. Brother Friederick started his sailing career with the Marine Cooks and Stewards in 1945, before that union merged with the SIU's AGLIWD. Born in South Dakota, Brother Friederick lived in Oregon and retired in June 1969.

### WILLIAM A.C. GRAVES

Pensioner William A.C. Graves, 68, died August 28. A native of Canada, he started his career with the Marine Cooks and Stewards in 1959 in the port of New York, before that union merged with the SIU's AGLIWD. Brother Graves retired in October 1977.

### GEORGE E. HAYS



George E. Hays, 44, passed away July 21. Born in Kentucky, he began sailing with the Seafarers in 1980 from

the port of Honolulu. Brother Hays shipped in the engine department and upgraded to QMED at the Lundeberg School. He served in the U.S. Navy from 1972 to 1976.

### HERBERT O. LEAKE



Pensioner Herbert O. Leake, 63, passed away September 17. Brother Leake graduated from the Andrew

Furuseth Training School in 1961 and joined the union in the port of New York. Born in Virginia, he sailed in the deck department and completed the bosun recertification course in 1975 at the Lundeberg School. During his career with the SIU, he was active in several union organizing drives. From 1949 to 1952, he served in the U.S. Army. Brother Leake retired in February 1992.

### JOSE MADUREI



Pensioner Jose Madurei, 78, died August 13. Brother Madurei started his career with the Seafarers in 1944 in

the port of Baltimore. He sailed as a member of the deck department. Born in Brazil, he became a naturalized U.S. citizen in

1957. He began receiving his pension in February 1986.

### ALBERT J. MARTINELLI



Pensioner Albert J. Martinelli, 73, passed away June 7. Brother Martinelli joined the SIU in 1943 in the port of Bal-

timore. He sailed in the engine department and upgraded to QMED at the Lundeberg School. The Pennsylvania native was active in union organizing drives. He began receiving his pension in December 1984.

### RAYMOND V. McDONALD



Raymond V. McDonald, 55, died April 20. He began his career with the SIU in the 1960s in the port of

Boston. The Massachusetts native sailed in the deck department in the inland division. He completed the towboat operator course in 1978 and received his towboat operator's license. From 1979 to 1983, Brother McDonald served as a union representative in the Tampa and Jacksonville, Fla. ports. Afterwards, Brother McDonald returned to shipping on deep sea vessels. From 1958 to 1961, he served in the U.S. Marine Corps.

### DONALD C. McGLYNN



Donald C. McGlynn, 22, passed away July 25 as a result of a drowning accident with Seafarer Bryan Terry near Hilo,

Hawaii. Brother McGlynn joined the Seafarers in 1992 in the port of Honolulu. He sailed in both the steward and deck departments aboard American Hawaii Cruises' ships.

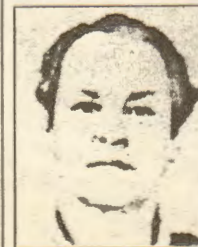
### SILAS M. MCGOWAN



Pensioner Silas M. McGowan, 66, died July 8. Born in Texas, he began sailing with the union in 1945 from

the port of New Orleans. Brother McGowan shipped as a member of the deck department, last sailing as a bosun. From 1950 to 1952, he served in the U.S. Army. Brother McGowan retired in July 1991.

### ELIAS MENDOZA

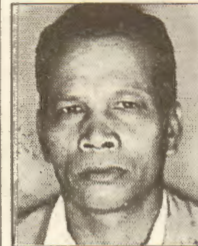


Pensioner Elias Mendoza, 84, passed away July 18. He started his career with the Seafarers in 1952 in the port of

Galveston, Texas. Brother Mendoza sailed as a member of the engine department. Born in

Mexico, he became a naturalized U.S. citizen. He began receiving his pension in November 1983.

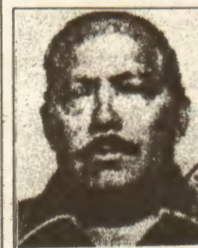
### CHEE MOHAT



Pensioner Chee Mohat, 94, died August 6. Born in the Philippines, Brother Mohat joined the SIU in 1943 in the

port of New York. He last sailed as a bosun in the deck department. Brother Mohat began receiving his pension in January 1967.

### SERGIO MORALES



Pensioner Sergio Morales, 69, passed away September 4. Brother Morales started his career with the Seafarers

in 1979 in the port of New York. He sailed in the steward department and upgraded his skills at the Lundeberg School. Brother Morales last sailed as a chief cook during the Gulf War. Born in Puerto Rico, Brother Morales retired in June 1992.

### BERNARD MOSES

Pensioner Bernard Moses, 87, died August 7. He joined the Marine Cooks and Stewards in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in New York, Brother Moses began receiving his pension in July 1968.

### LOUIS NAVARRO

Pensioner Louis Navarro, 92, passed away May 28. Born in South America, he began his career with the Marine Cooks and Stewards in the late 1940s, before that union merged with the SIU's AGLIWD. Brother Navarro began receiving his pension in March 1971.

### WILLIAM H. PARISH

Pensioner William H. Parish, 72, died August 31. Brother Parish joined the Marine Cooks and Stewards in 1946 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He served in the U.S. Army from 1941 to 1944. Brother Parish retired in October 1979.

### KARL J. RANA



Pensioner Karl J. Rana, 90, died September 3. He joined the Seafarers in 1947 in the port of New Orleans.

Brother Rana sailed as a member of the steward department. Born in Norway, he became a naturalized U.S. citizen. He retired in February 1970.

### SAMUEL A. REED SR.

Pensioner Samuel A. Reed Sr., 74, passed away June 19. Born in Texas, he started his career with the Marine Cooks and Stewards in 1945, before that

union merged with the SIU's AGLIWD. Brother Reed began receiving his pension in June 1969.

### LEWIS W. ROBERTS



Pensioner Lewis W. Roberts, 77, passed away August 3. He joined the Seafarers in 1946 in the port of Boston. Brother

Roberts last sailed as a bosun in the deck department. From 1942 to 1944, he served in the U.S. Marine Corps. Born in Pennsylvania, he retired in November 1984.

### BENJAMIN RUCKER



Pensioner Benjamin Rucker, 77, died August 4. Born in Georgia, he began sailing with the SIU in 1944 from the port of

New York. Brother Rucker shipped in the steward department, last sailing as a chief steward. He lived in Texas and retired in July 1983.

### GENE J. RUSSELL

Pensioner Gene J. Russell, 74, passed away August 14. Brother Russell joined the Marine Cooks and Stewards (MCS) in the port of New York, before that union merged with the SIU's AGLIWD. He sailed during World War II, then returned to New York as an MSC union representative. After the New York MSC port closed, he returned to sea. Born in Pennsylvania, Brother Russell began receiving his pension in January 1992.

### RAFAEL D. SANTIAGO

Pensioner Rafael D. Santiago, 84, died August 10. A native of Puerto Rico, he started his career with the Marine Cooks and Stewards in 1958, before that union merged with the SIU's AGLIWD. Brother Santiago retired in June 1969.

### SAMUEL A. SEAGER

Pensioner Samuel A. Seager, 78, passed away September 30. Brother Seager joined the Marine Cooks and Stewards (MSC) in 1952 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He sailed in both the steward and deck departments. From 1964 to 1966, Brother Seager served as a port agent for the MCS and he was a member of the merger committee in 1978 which advanced the plan for bringing the MCS into the SIU's AGLIWD. Born in New York, he began receiving his pension in January 1986.

### ALFREDO SICAN SR.



Alfredo Sican Sr., 88, died August 21. He began sailing with the Seafarers in 1961 from the port of Seattle.

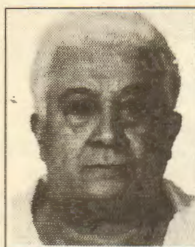
Born in the Philippines, Brother Sican shipped as a member of the deck department.

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**Final Departures**

Continued from page 19

**MARTIN SIERRA**



Pensioner Martin Sierra, 71, passed away August 11. Born in Pennsylvania, he joined the union in 1941 in the port of New York. Brother Sierra sailed in the steward department. From 1941 to 1947, he served in the U.S. Navy. Brother Sierra retired in September 1986.

**FRANCIS E. SMITH**



Francis E. Smith, 71, died July 25. A native of Maryland, he began sailing with the SIU in 1947 from the port of Baltimore.

Brother Smith sailed in the steward department and completed the steward recertification course at the Lundeberg School in 1980. A World War II veteran, he served in the U.S. Marine Corps from 1942 to 1945.

**JOSEPH W. SPEARMAN**



Joseph W. Spearman, 42, passed away June 22. Brother Spearman graduated from the Lundeberg School's

entry program in 1978 and joined the SIU in the port of Piney Point, Md. The Maryland native sailed in the engine department.

**GLEN C. STANFORD**



Pensioner Glen C. Stanford, 68, passed away July 27. He began sailing with the Seafarers in 1948 from the port of

New Orleans. The Mississippi native shipped in the deck department and completed the bosun recertification course in 1975 at the Lundeberg School. From 1945 to 1946, he served in the U.S. Army. Brother Stanford retired in January 1989.

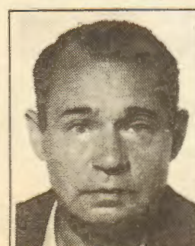
**JOHN R. TALBOT**



Pensioner John R. Talbot, 73, died August 18. Born in Pennsylvania, he joined the SIU in 1943 in the port of Baltimore.

Brother Talbot was a member of the deck department. He last sailed as a bosun before retiring in July 1977.

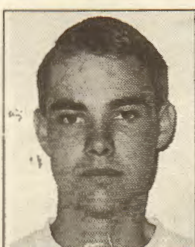
**NICKOLAI TASKA**



Pensioner Nickolai Taska, 79, passed away July 10. Brother Taska started his career with the Seafarers in

1945 in the port of New Orleans. The engine department member upgraded at the Lundeberg School. Born in Estonia, Brother Taska retired in August 1971.

**BRYAN TERRY**



Bryan Terry, 20, drowned July 25 with Seafarer Donald McGlynn near Hilo on the island of Hawaii. Brother

Terry graduated from the Lundeberg School's entry level program for seamen in February 1995 and joined the SIU in the port of Piney Point, Md. He sailed as a member of the deck department. Born in Oregon, he made his home in Washington state.

**MANUEL N. TIGMO**



Pensioner Manuel N. Tigmo, 79, died August 17. He began sailing with the SIU in 1947 from the port of New York.

Brother Tigmo shipped in the steward department, last sailing as a chief cook. Born in the Philippine Islands, he began his retirement in August 1982.

**RICARDO E. VASQUEZ**



Ricardo E. Vasquez, 58, passed away July 27. Brother Vasquez started his career with the Seafarers in 1968 in

the port of New York. The Panamanian native sailed in both the engine and steward departments.

**HAROLD L. WEAVER**



Pensioner Harold L. Weaver, 72, died July 11. Born in Mississippi, he began sailing with the SIU in 1951 from the port of

Mobile, Ala. Brother Weaver shipped in both the deep sea and inland divisions. As a member of the deck department, he completed the bosun recertification course at the Lundeberg School in 1974. Brother Weaver lived in Alabama and began receiving his pension in September 1986.

**RAYMOND K. WEEDEN**

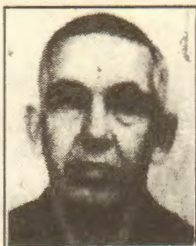


Raymond K. Weeden, 45, passed away April 3. Brother Weeden began sailing with the union in 1968. He

shipped in the steward department, last sailing as a chief steward. Born in California, Brother Weeden made his home in Nevada.

**EARL WILLIS**

Pensioner Earl Willis, 70, passed away September 16. Born in West Virginia, he began sailing with the SIU in 1956 from the



port of Baltimore. Brother Willis shipped in the engine department and served as a delegate to the SIU's 1970 educational crew conference held at the Lundeberg School. From 1945 to 1950, he served in the U.S. Army. Brother Willis began receiving his pension in November 1988.

**INLAND**

**ROBERT J. ALDRIDGE**



Pensioner Robert J. Aldridge, 70, passed away July 30. Born in Kansas, he began sailing with the Seafarers in 1957 from

the port of Houston. Boatman Aldridge sailed as a mate and captain. From 1943 to 1946, he served in the U.S. Navy. Boatman Aldridge began receiving his pension in July 1983.

**PATRICK E. DYEL**



Patrick E. Dyel, 34, passed away August 18 after a long fight with cancer. He graduated from the Lundeberg

School's entry level program for seamen in 1979 and began sailing with the Seafarers from the port of Piney Point, Md. Boatman Dyel sailed in the deck department. Born in New York, he resided in Florida. Boatman Dyel's wish to have his ashes scattered in the Gulf of Mexico was honored and carried out by his shipmates aboard the *Energy Altair* on September 1.

**DONALD H. KIRK**



Pensioner Donald H. Kirk, 72, passed away August 24. Born in New York, he started his career with the Seafarers

in 1968 in the port of Baltimore. Boatman Kirk was a licensed master. He advanced in the deck department from mate to captain and worked primarily aboard Curtis Bay Towing Co. vessels in Baltimore. He began receiving his pension in November 1984.

**ALEX LeBLANC**



Pensioner Alex LeBlanc, 76, died May 23. He joined the SIU in 1970 in the port of Port Arthur, Texas. The Louisiana native sailed as a tugboat captain. Boatman LeBlanc retired in March 1984.

**HOLMES S. MORRISON JR.**

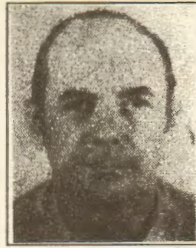
Holmes S. Morrison Jr., 53, passed away August 30. Born in New York, he started his career



with the Seafarers in 1977 in the port of Houston. Boatman Morrison sailed as a member of the deck

department.

**BACHE G. PARKS**



Bache G. Parks, 58, died September 3. Boatman Parks joined the SIU in 1982 in the port of Piney Point, Md. The Virginia native sailed as a member of the deck department. From 1955 to 1958, he served in the U.S. Navy.

**REGINAL M. PASUR**



Pensioner Reginal M. Pasur, 70, passed away September 30. A native of Texas, he started his career with the Seafarers

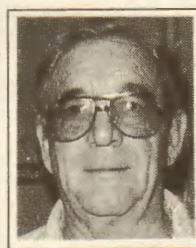
in 1957 in the port of Houston, sailing as a member of the deck department. He served in the U.S. Navy from 1944 to 1946. Boatman Pasur began receiving his pension in September 1990.

**JOHN R. SHORES**



Pensioner John R. Shores, 86, died September 4. Born in Maryland, he started his career with the Seafarers in 1960 in the port of Philadelphia. Boatman Shores sailed in the deck department and began receiving his pension in January 1974.

**SYDNEY A. SIMMONS**



Sydney A. Simmons, 73, passed away June 16. A native of Maryland, he joined the SIU in 1972 in the port of Baltimore.

Boatman Simmons was a licensed pilot. He sailed in the deck department and advanced from mate to relief captain. He lived in Maryland.

**ELLIOTT H. STEVENS**



Pensioner Elliott H. Stevens, 63, passed away August 5. Born in Virginia, he started his career with the SIU in

1966 in the port of Norfolk, Va. Boatman Stevens sailed primarily as a launch operator aboard boats operated by the Association of Maryland Pilots. From 1950 to 1956, he served in the U.S. Army. Boatman Stevens retired in June 1990.

**SIDNEY M. WARMACK**

Pensioner Sidney M. Warmack, 71, passed away August 6. He started his career with the SIU in 1971 in the port of Philadelphia.



Boatman Warmack shipped in the deck department in both the inland and deep sea divisions. From 1942 to 1945, he

served in the U.S. Navy. Born in Georgia, he began receiving his pension in March 1989.

**JOHN WOZUNK JR.**



Pensioner John Wozunk Jr., 61, died August 1. Born in New Jersey, he joined the SIU in 1964 in the port of

Philadelphia. Boatman Wozunk sailed in the deck department and upgraded at the Lundeberg School to earn his pilot's license. From 1952 to 1954, he served in the U.S. Navy. Boatman Wozunk retired in November 1990.

**GREAT LAKES**

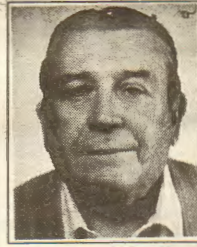
**KIRK D. BUSHELL**



Kirk D. Bushell, 33, died June 14. The Michigan native joined the SIU in 1980 in the port of Piney Point, Md. Brother

Bushell sailed in the engine department and upgraded his skills regularly at the Lundeberg School.

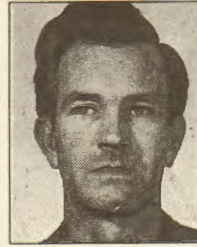
**EDWARD J. GALLAGHER**



Pensioner Edward J. Gallagher, 75, passed away September 5. Born in Ohio, he began sailing with the SIU in 1968 from

the port of Cleveland. Brother Gallagher shipped as a member of the deck department. From 1943 to 1945, he served in the U.S. Navy. Brother Gallagher began receiving his pension in March 1983.

**CURTIS L. SOUTHWICK**

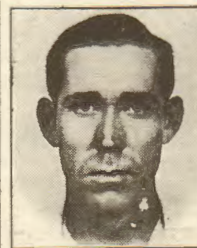


Pensioner Curtis L. Southwick, 69, passed away August 11. Born in Pennsylvania, he started sailing with the

union in 1944 from the port of New York. Brother Southwick shipped in the deck department. He was a resident of Indiana and retired in October 1990.

**RAILROAD MARINE**

**T.W. FORREST**



Pensioner T.W. Forrest, 74, died September 14. A native of Virginia, he joined the SIU in 1960 in the port of Norfolk, Va.

Brother Forrest sailed in the deck department. From 1942 to 1946, he served in the U.S. Navy. Brother Forrest began receiving his pension in October 1981.



**Heinz  
Pet  
Products**

**Company:** Heinz Pet Products

**Products made by UIW members:** Pet foods. Brand names include 9-Lives, Skippy, Gravy Train, Ken-L Ration and others.

**UIW members at Heinz:** Involved in all facets of producing and canning pet foods.

**Distribution:** Nationwide

**Facilities:** Two adjacent plants in Terminal Island, Calif. covering 1 million square feet.

**That's a fact:** The popular success of Heinz's pet foods recently led the company to hire hundreds of new UIW members at the Southern California plant.

**W**hen Seafarers purchase products made and packaged at the Heinz Pet Products plant in Terminal Island, Calif., they not only buy the best pet foods but also put their dollars to work for themselves and their fellow trade unionists. That's because the factory workers at Heinz Pet Products are members of the United Industrial Workers (UIW), a union affiliated with the Seafarers International Union.

UIW members handle a number of responsibilities at Heinz, many of which are labor-intensive. They work as canners, forklift drivers, mechanics, quality control inspectors and more. Their duties include stacking cases and moving pallets; maintenance and repair of modern equipment used for cooking, cooling, packaging and labeling; lab-testing of the pet food for proper content (including nutrients); operation of presses which are used to form can-lids; operation of lining machines which produce the remainder of the can; checking to make sure the cans are properly labeled, sealed and dent-free; loading the products for shipment; and other work such as operating the large, continuous cookers.



UIW member Miro Rosini adjusts a valve at the Heinz plant in Terminal Island, Calif. The UIW is an affiliate of the Seafarers International Union.

### 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, Plan No. 001, for the period January 1, 1994 through December 31, 1994. 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 through a trust fund and insurance. Plan expenses were \$952,188. These expenses included \$181,280 in administrative expenses and \$770,908 in benefits paid to participants and beneficiaries. A total of 1,771 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 \$11,202,695 as of December 31, 1994, compared to \$11,963,391 as of January 1, 1994. During the plan year, the plan experienced a decrease in its net assets of \$760,696. This decrease includes unrealized appreciation and depreciation in the value of the plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of any assets acquired during the year. The plan had a total income of \$191,492, including realized losses of \$144,485 from the sale of assets and earnings from investments of \$335,977.

#### 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. transaction in excess of 5 percent of plan assets,
4. insurance information, including sales commissions paid by insurance carriers,
5. actuarial information regarding the funding of the plan, and
6. service provider and trustee information.

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 Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.50 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 in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefit Administration, Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

## Know Your Rights

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

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

**SHIPPING RIGHTS.** A member's shipping rights and seniority are protected exclusively

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

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

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

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

**EDITORIAL POLICY —**

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

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

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all union halls. All

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

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

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

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

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

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

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 541**—Graduating from trainee lifeboat class 541 are (from left, kneeling) Jason Taylor, Neil Bond, James White, Dustin Wilson, Anthony Sumlar, (second row) Bob Boyle (instructor), David Wakeman, Cory Cothren, Sean Connor, Grady Deaton and Theodore Hale.



**Welding**—Completing the welding course on August 24 are (from left, kneeling) Michael Kovach, Marcario Torre, (second row) Jack Caffey Jr., Richard Almojera and Jim Shaffer (instructor).



**Refrigeration Systems**—Marking their completion on October 6 from the refrigeration systems class are (from left, kneeling) Troy Wood, Gregory Thomas, Henry Hall, (second row) Eric Malzkuhn (instructor), Ross Himebauch, Mark Lawrence, Frank Quebedeaux and Freddie Hudson.



**Limited License**—Completing the two-week curriculum on August 10 which prepares students to take the Designated Duty Engineer (DDE) exam are (from left, kneeling) Tom Gilliland (instructor), Nicholas Conway, Pedro Marrero, George McClendon, (second row) Jim Brown (instructor), Randy Peterson, Richard Strongman, Joseph Whalen, Robert Funk, John Mullen, Alfredo Gonzalez and Henry Brown.



**Upgraders Lifeboat**—Receiving their lifeboat endorsement on September 20 are (from left, kneeling) Carmelo de La Cruz, Rodrigo Jimenez, Steven Blumenthal, Fernando Onativia, Else David, Juan Green, Jaime Racpan, (second row) Noel Bocaya, Mario Ramiro, Robert Daniels, Eric Van Benthuyzen, Ronald Whitefield, Theo Niang, Clarence Brown, John Venables, Silvio David and Bob Boyle (instructor).



**Tankerman Operations**—SIU members completing the tanker operations course on August 24 are (from left, front row) William Perry, Mario Romero, Inocencio Desaville, Bob Carle (instructor), Jerry Smith, Melvin Layner, (second row) Shawn Clark, Carlos Soto, John Hanrahan, Dale Sierra, Paul Szalus, Joseph Carrillo, Mark Stewart, Earl Macom, Jeff Turkus, (third row) Rafael Atehortua, Ervin Bronstein, Hilario Martinez, Tony Carvalho, Napoleon San Martin, Clay Brown, James Cunningham, Harold Caldeira, William Deloach, Michael Fields, Ferdinand Gongora, Rufus Hairston, James Dunne, Levi Rollins, (fourth row) Joel Trotter, Angelo Persica Jr., Bryan Iverson, Blair Humes, Michael Gramer, Spiridon Perdakis, Patrick Rankin, James Martin, Cleo Jones, David Garoutte, Roy Blankenship, Ronald Malozi, James Long, Davon McMillan, Forton Martinez and Paul Honeycutt.



**Tankerman Operations**—On September 19, another group of Seafarers graduated from the tanker operations course. They are (from left, front row) Lawrence Wright, Anthony Heindolt, Christopher Hyatt, Neville Hughes, Guadalupe Garza, Gloria Holmes, Esther Wilkes, Mohamed Hussein, Inocencio Desaville, Luisito Balatbat, Nelson Morales, Donald Dilley, (second row) Byran Cummings (instructor), José Rodriguez, Anthony Garcia, Thomas Milovich, Jared Blavat, Donna DeCesare, Kenneth Long, Steve Kastel, Terry Magno, Karen Denney, Luis Escobar, Sharon Hemer, John Knott, (third row) Wilmer McCants, Reginald Williams, Gerald Hyman, John Zepeda, Charles Mispagel, Felipe Clotter, David McGrew, Shawn Williams, Jesus Gonzaga, Roberto Flauta, Andres Caballero, Tereso Rochez, Amanda Suncin, William Robles, (fourth row) Robert Seim, Rafael Matos, Mark Scardino, Frederick Meier, Curtis Dunlap, Richard Bamhart, Gregory Agren, Carson Jordan and James Willey.

## LUNDEBERG SCHOOL 1995 - 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes being held in November and December 1995—as well as some courses proposed for January, February and March of 1996—at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

Please note that 1996 courses listed here are tentative and do not include all classes planned for this period. Future issues of the LOG will carry a more complete listing for next year's upgrading classes.

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

Please note that students 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
Celestial Navigation	November 6	December 15
Radar Observer/Unlimited	March 18	March 22
Third Mate	January 29	May 17

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED	January 15	March 31
Welding	March 18	April 12
Marine Electrical Maintenance I	March 18	April 26
Diesel Engine Technology	March 18	April 12
Power Plant Maintenance	February 5	March 15

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

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	November 3	January 26

### Inland Courses

Course	Start Date	Date of Completion
Designated Duty Engineer/ Limited License/License Prep.	November 13	November 24
Radar Observer/Inland	November 6	November 10
Engine Room Familiarization	January 8	January 19

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operations	November 6 November 20 January 8	December 1 December 15 February 2

### NOTICE TO SEAFARERS

*This schedule includes a tentative list of classes for the first three months of 1996. The Lundeborg 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.*

*Meanwhile, members with any questions regarding future courses may call the school's admissions office at (301) 994-0010, ext. 5202.*

## UPGRADING APPLICATION

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

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

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

Date of Birth \_\_\_\_\_  
(Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen:  Yes  No Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

Do you hold the U.S. Coast Guard Lifeboatman Endorsement?

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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

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



**SUMMARY ANNUAL REPORT**

The summary of the annual report for the MCS Supplementary Pension Plan may be found on page 21 in this issue of the LOG

**By Air and by Sea**

## Chief Steward Harris Relishes Dual Careers

*“Some individuals go through life never pursuing their dreams. But in following my dream, I have found inner peace and serenity.”*

*(Editor's note: Chief Steward Marjorie Harris recently submitted the following article and accompanying photo to the Seafarers LOG. "I would like to share a part of my unique and rewarding life with my fellow Seafarers," noted Harris, who sails from the port of Wilmington, N.C.)*

I have been a flight attendant with United Airlines and a member of the Association of Flight Attendants union for the past 24 years. Although it has been a very rewarding career, I have always longed to do more than just fly.

I was raised in a middle-class family in San Pedro, Calif. and spent a lot of time around the sea. Many a weekend was spent sailing on my family's yacht. In retrospect, I realize those roots played a major role in what I would achieve later in life. Sailing with my father became second nature to me, and my father, by the way, was a sailmaker and an expert yachtsman who won many trophies for his sailing ability.

I also occasionally used to hang around the docks with my father in Southern California as a child, watching the big ships

come in. I always wondered what it would be like to work on one. More than once, I daydreamed about someday pulling into the harbor in Long Beach, Calif. riding on one of those big ships.

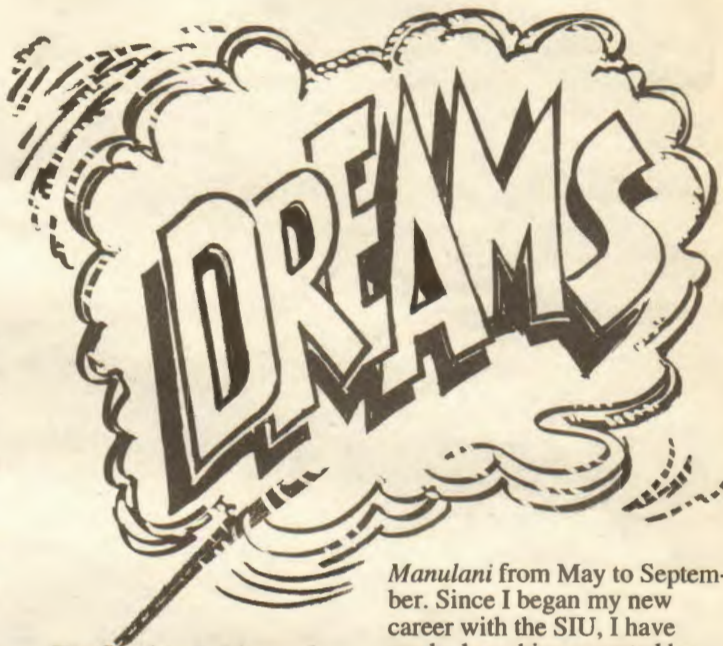
But I've heard the saying, "Someday my ship will come in and I'll be at the airport!" I think it must have been written for me, because I do spend so much time at airports—and that's no place to catch a ship.

Many years passed since I began working at United, but I didn't forget my seafaring dream. In fact, for quite a while, I lived it vicariously through my brother, Charles Morrison. He graduated from the California Maritime Academy and obtained a position with Sabine Towing (now Kirby). He eventually advanced to master.

Finally, in the early 1990s, I decided it was time to act before it was too late. With the help of friends, I obtained my merchant

mariner's document, and in 1992—at age 50—I shipped out as a member of the steward department. In order to do this, I took a four-month leave of absence from United Airlines and ventured off to my first ship, the *SS Buyer*.

That day remains a vivid memory, something I never will forget. After several flights (starting in Long Beach), I finally arrived in Southport, N.C. It was late in the evening when I arrived. Never thinking that I would be boarding the ship by any other means than a gangway, I was in for one big surprise!



The first lesson I learned was, don't ever wear a skirt or dress when meeting a ship. Instead of climbing a gangway, I had to take a 30-minute ride on a rolling and surging launch. Then I had to leap from the launch onto the pilot ladder, in the black of night.

Despite the difficult start, the rest of that trip was great. I recall feeling apprehensive, wondering if I could handle this new responsibility. But my shipmates were wonderful, and everything worked out.

After accruing enough sea time to obtain my membership book in the SIU, I traveled to the Paul Hall Center's Seafarers Harry Lundeberg School of Seamanship. I upgraded to chief cook. Later, I upgraded to chief steward, and I am scheduled to take the tanker operation/safety course this month.

This year I worked on the

*Manulani* from May to September. Since I began my new career with the SIU, I have worked on ships operated by Matson, OMI and IMC. I also sailed on the cruise ship *SS Independence*.

I have finally fulfilled my inner need to go to sea. It is in my blood, and I believe I will always have this need to ride the big ships.

I continue to take leaves from United every year. Sailing is a great change of pace from flying, and no matter how many times I go to sea, nature is still breathtaking when you're out there.

Keeping up with both careers has been challenging, but very worthwhile. Some individuals go through life never pursuing their dreams. But in following my dream, I have found inner peace and serenity.

I have seen the sea when it is stormy and wild, when it is quiet and serene, when it is dark and moody. And in all its moods, I see myself.



Marjorie Harris (center) has found happiness in dual careers as a flight attendant with United Airlines and a chief steward with the SIU. Above: Harris joins Chief Cook Jim Williamson (left) and Chief Steward Gerald Figg in the galley of the *Manulani* just prior to signing off the Matson ship.