



The

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SEAFARERS LOG

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

SIU on the Scene

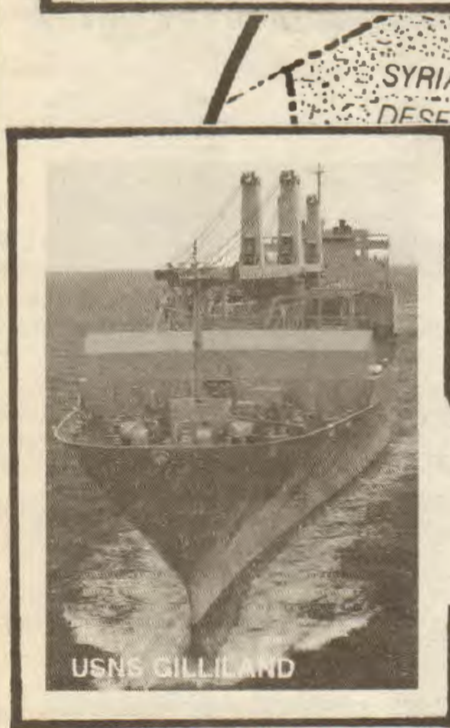
Balloon Goes Up in Iraq _____ *Page 3*



USNS GORDON



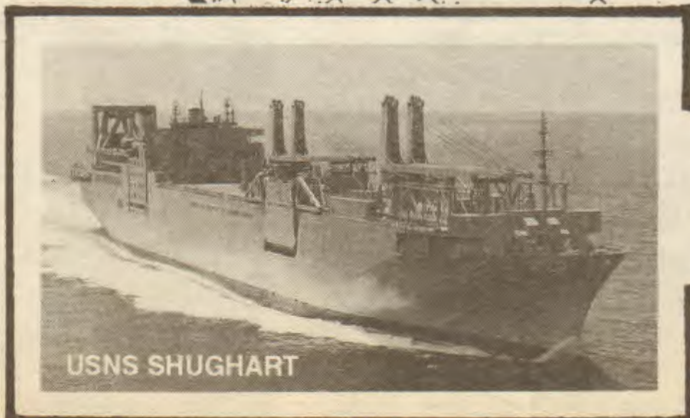
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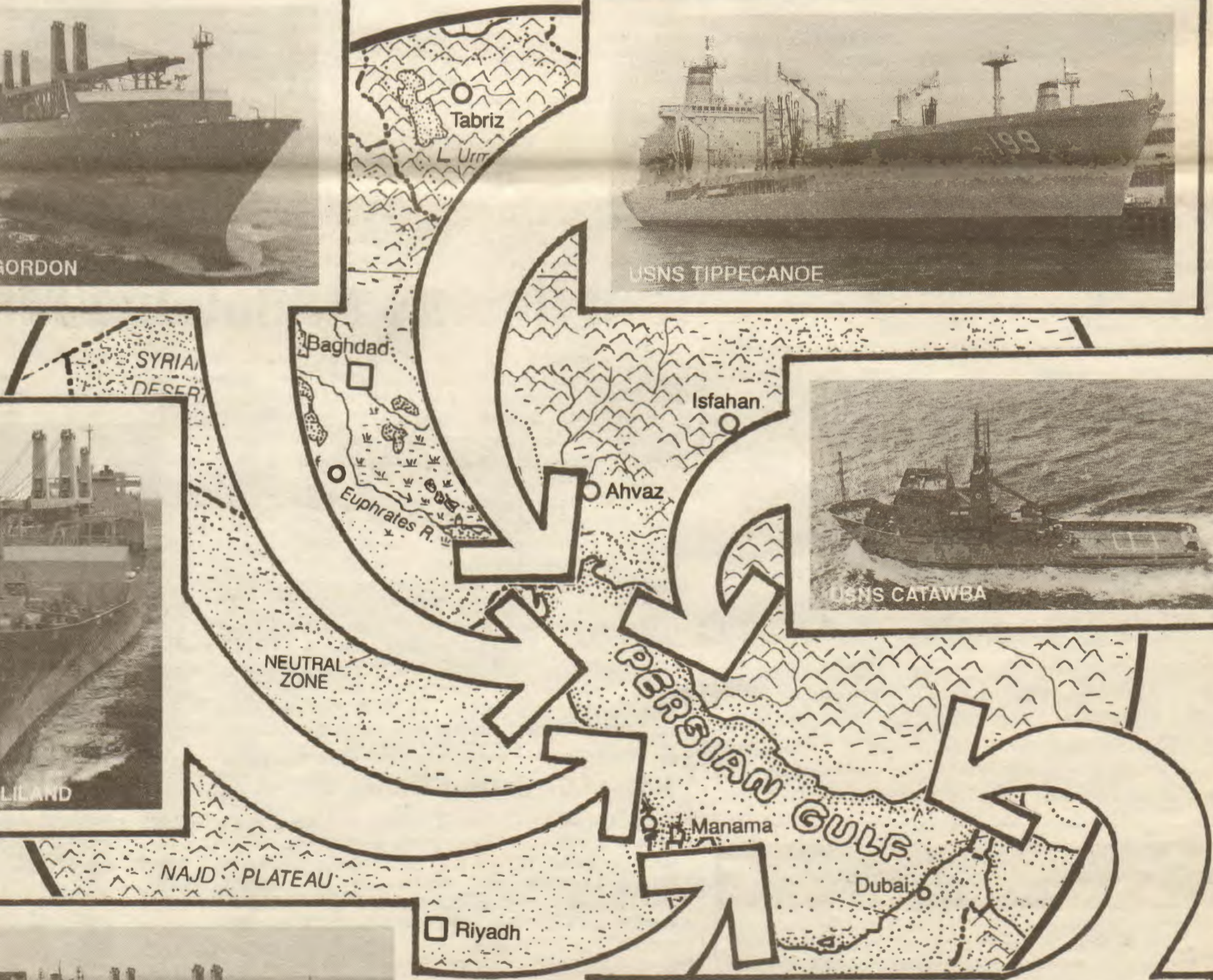
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USNS YANO



President's Report

Preparing for the Next Century

During the past year, there have been many positive changes within the Seafarers.



Michael Sacco

We've crewed new ships bringing more jobs for our members. We've welcomed the announcement by an SIU-contracted company of new passenger vessels to sail around the Hawaiian Islands and along the U.S. coasts. They will be built in U.S. yards with the first coastal ships expected to sail late next year.

We've seen the continued growth of the Paul Hall Center for Maritime Training and Education. The most visible sign is the construction of the Joseph Sacco Fire Fighting and Safety School. And, as always, the courses are being updated, new equipment is being installed, and more members are being upgraded.

We've noticed the continued success of the unlicensed apprentice program. Young men and women are entering our profession daily as they see a tremendous opportunity before them to build a solid career.

Following the advances made for the members when we opened new halls in Brooklyn, Tacoma and Anchorage earlier this decade, we have renovated our existing facility in Norfolk, while purchasing a new, more convenient site for our New Orleans-based Seafarers. That hall should be open soon. And we are working to modernize other facilities as well.

Why is all this being done? There are two reasons.

First, the SIU must be—and will be—prepared to meet the challenges of the next century.

As we near the end of the 20th century, we know the ships and technology of even just 30 years ago will not meet the needs of the new millennium without being upgraded.

If you don't believe me, talk with a member who started sailing in 1970. Ask that mariner how much shipping has changed in the years since first going to sea. Ask that Seafarer how the job requirements have changed. Ask that member how containerization, computers, double hulls and international regulations have affected the way the job is done.

That is why the Paul Hall Center's Lundberg School is designed to constantly change and improve. The school's staff is always anticipating the future by working with national and international maritime representatives to meet and exceed the demands that will be placed on the members and the industry. That is how it was able to offer the first oil spill prevention and containment course and the first U.S. Coast Guard-accepted training record book in the country.

And that is why the Paul Hall Center is building its new fire fighting and safety facility, upgrading its simulators and redesigning its curriculum. It is making sure Seafarers will be prepared for the new century of service aboard a new wave of vessels planned for the next millennium.

There is also a second, very important reason the SIU enacts these changes.

It is to make sure we remain prepared to serve as the nation's fourth arm of defense—a need we saw and met once again last month.

Seafarers were ready when U.S. forces were called into harm's way to retaliate against Saddam Hussin's refusal to meet his promises to allow United Nations officials to inspect suspected chemical and offensive weapon sites in Iraq. When Allied forces were called to action, at least 10 Seafarers-crewed vessels were already in the Persian Gulf theater.

The military did not have to worry where their supplies would be. They were at sea in task forces with American civilian mariners making sure the materiel was ready and available.

Since the founding of this country, U.S. merchant mariners have answered the call and served to supply the troops. That is a tradition all mariners are proud of and one that present and future Seafarers have no intention of ever blemishing.

These are the reasons why the SIU is preparing for the next century. Our union and our nation can expect no less.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, February 15, 1999 (unless an emergency arises) for the observance of Presidents' Day. Normal business hours will resume the following workday.

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The SIU on line: www.seafarers.org



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Unions Announce Election Results NMU Returns Lioeanjie as MEBA, Teamsters Select New Leadership

In election results announced last month, one union returned its president to the top position while the members of two other unions chose new officials to take them into the 21st century.

Elected to a full term as president of the National Maritime Union was René Lioeanjie. Meanwhile, another maritime union—the Marine Engineers' Beneficial Association (MEBA)—has a new president, Larry O'Toole. And the Teamsters will be led by James P. Hoffa, son of the late Teamsters president, James R. Hoffa.

NMU

Lioeanjie assumed the NMU presidency in February 1997 when Lou Parise left the office after being convicted in federal court.

Lioeanjie, who started sailing in 1945, had been secretary/treasurer. He worked in the deck department aboard freighters, tankers and passenger ships before coming ashore for the NMU in 1955.

The Dutch Guiana native has been active in the union's campaign against runaway-flag shipping. Other positions Lioeanjie held in the NMU included regional director of Latin America and the Caribbean and a vice president.

Joining Lioeanjie on the NMU executive council are Kate Hunt as executive vice president/treasurer as well as John Cameron and Charles Stewart, vice presidents.

MEBA

O'Toole replaces Alex Shandrosky at the helm of MEBA this month following the membership balloting. His last position within the officers' union was director of the Calhoun MEBA Engineering School from 1991 to 1996.

A member of MEBA since 1964, O'Toole sailed 12 years as a chief engineer. He has represented the union at International Labor Organization and International Transport Workers' Federation meetings. He also served on the U.S. Coast Guard Merchant Marine Personnel Advisory Committee.

Elected with O'Toole to the MEBA executive board were Bob McFetters, secretary/treasurer; Paul Krupa, Atlantic Coast vice president; Ron Davis, Gulf Coast vice president; and Bud Jacque, West Coast vice president.

Teamsters

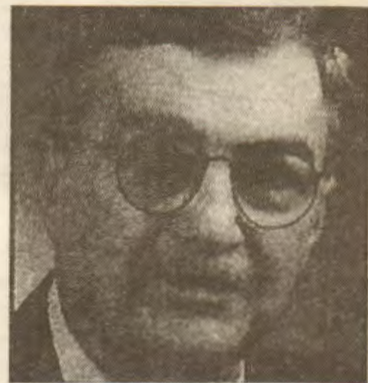
The Teamsters election returns the name of Hoffa to the top post in that union.

James P. Hoffa was elected in a federally supervised nationwide secret ballot after the results of the 1996 balloting (in which Hoffa was narrowly defeated by incumbent Ron Carey) were overturned by an independent review board because of campaign spending irregularities.

Hoffa has been a lawyer representing Teamsters Joint Councils, local unions and individual members since 1968. He became executive assistant to the president of Teamsters Joint Council 43 in 1993.



René Lioeanjie



Larry O'Toole



James P. Hoffa

Rail Unions Announce Merger

Jointly describing their proposed merger as "an historic agreement with enormous potential," the United Transportation Union (UTU) and the Brotherhood of Locomotive Engineers (BLE) in late November announced they are forming "a new organization to represent operating employees on the railroads of North America."

The UTU board of governors and the BLE advisory board approved the agreement's principles, including a framework for drafting a new "Constitution and Unification Agreement" by October 1, 1999. The new union is expected to begin operations effective January 1, 2000.

"In committing ourselves to put aside decades of differences, we're looking forward to achieving a better quality of life for the families of those charged with the responsibility to operate the trains," said Clarence Monin, president of the BLE. "We've found common ground that will enable us to focus

our energies immediately on the vital task of collective bargaining with our employers in a way that will protect the needs of both our unions' members."

"Unification between the UTU and BLE is the most significant event in rail labor since the UTU was founded nearly 30 years ago," said Charles L. Little, UTU president, "and one of the biggest events ever in rail labor history. It is fitting that our new union will begin on the first day of the 21st century after our memberships vote for its creation. One thing is also certain that craft autonomy is guaranteed."

UTU Assistant President Byron A. Boyd Jr. noted that "the members of our organizations will be the big winners in the unification of the UTU and the BLE. They will have even better representation and larger resources to serve their interests. This was the vision of Eugene Debs, and it is fitting that it will become a reality on January 1, 2000."

Mobile MTD Bestows Awards

SIU Port Agent Dave Carter (at podium) welcomes guests to the 1998 Greater Mobile (Ala.) Port Maritime Council annual awards dinner, which took place late last year. The honorees (photo right) included Donald Langham (left), international vice president of the Paperworkers; and Circuit Judge Douglas Johnstone. Langham received the "Labor Man of the Year" award, while Johnstone received the "Able Helmsman" award.



Seafarers Render Support In 'Desert Fox' Strike

At least 10 Seafarers-crewed vessels already sailing in the Persian Gulf were providing logistical support to Allied forces attacking Iraq in mid-December as the *Seafarers LOG* went to press.

Bombing and missile raids by U.S. and British troops were launched on the evening of December 16 after Iraqi president Saddam Hussein once again reneged on a promise made to United Nations officials to allow inspections of suspected nuclear, chemical and other offensive weapon sites in the country.

Dubbed "Operation Desert Fox," the attacks came from sea- and land-based forces already in the Persian Gulf theater

Continued on page 6



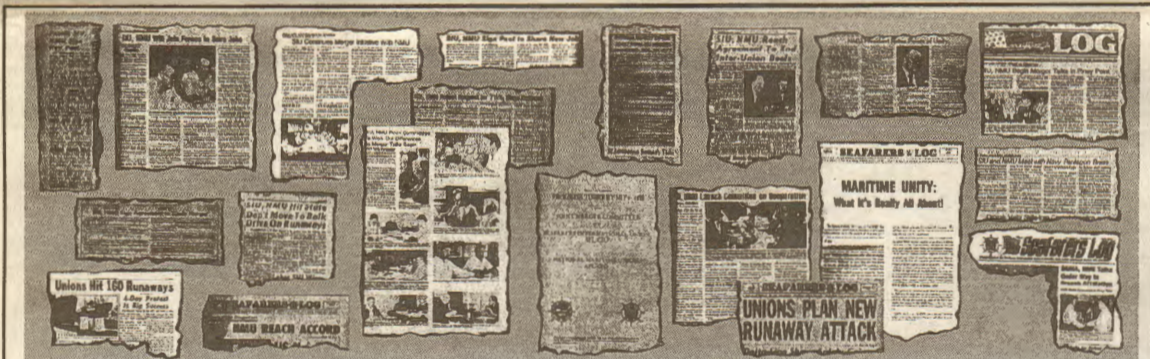
Among the SIU-crewed ships involved in "Operation Desert Fox" is the USNS Kane.

NMU Affiliates with SIUNA

Agreement Ends 60 Years of Fighting Between Unions



Gathering after the affiliation agreement was signed are officials from the two organizations. From the left are Larry Brundick, NMU counsel; Nero Threet, NMU executive VP/treasurer; John Cameron, NMU VP; Augie Tellez, SIU contracts VP; René Lioeanjie, NMU president; Michael Sacco, SIUNA president; Kate Hunt, NMU VP; Dave Heindel, SIU secretary/treasurer; Leslie Tarantola, SIUNA counsel; Charles Stewart, NMU VP-elect; and Tal Simpkins, AFL-CIO Maritime Committee. Below are historic headlines from the *Seafarers LOG* showing various times the SIUNA and NMU worked together and discussed maritime unity.



Editor's Note: The following is the full text of the joint press release issued by the Seafarers International Union of North America and the National Maritime Union to announce the affiliation.

National Maritime Union Affiliates with SIUNA

WASHINGTON — The National Maritime Union (NMU) signed an affiliation agreement with the Seafarers International Union of North America (SIUNA). The affiliation ends 60 years of struggle between the two organizations.

"All American mariners will benefit by bringing the NMU under the SIUNA banner," SIUNA President Michael Sacco stated.

"As we continue to revitalize and reinvigorate the U.S.-flag merchant fleet for service well into the next century, this affiliation helps ensure all unlicensed American mariners will stand together for more and better jobs," Sacco added.

"We are happy to be working side-by-side with our brothers and sisters in the SIUNA," said NMU President René Lioeanjie.

"We have seen enough of how division wastes our resources and undermines our effectiveness. We now can fully devote all of our efforts to improving the working conditions of our members and fighting for a bigger and stronger U.S.-flag fleet," Lioeanjie continued.

With the addition of the NMU, the SIUNA is composed of 18 autonomous unions which represent more than 80,000 working men and women in such varied occupations as mariners, government employees, manufacturers, cannery workers and more. Among the maritime unions under the banner of the SIUNA are the Seafarers International Union — Atlantic, Gulf, Lakes and Inland Waters District; the Sailors' Union of the Pacific; the Marine Firemen's Union; the Seafarers International Union of Canada and the Canadian Marine Officers Union.

Under the terms of the affiliation, the SIUNA and the NMU will work together to improve the quality of safety and working conditions aboard U.S.-flag vessels. The NMU and the SIUNA will be working towards establishing a joint training program to prepare their members for the challenges of the next century.

Currently, the NMU Education Plan — which is jointly administered by the NMU and its union-contracted companies — has been conducting training courses for NMU members in all phases of training and upgrading including U.S. Coast Guard and IMO-mandated training at various locations around the country. Members of the Seafarers Atlantic, Gulf, Lakes and Inland Waters District have received the latest in job skill preparation at the joint labor-management operated Paul Hall Center for Maritime Training and Education in Piney Point, Md. since 1967. The center also produced the first U.S. Coast Guard accepted Training Record Book, which allow mariners to carry one bound document verifying their individual training meets international standards.

The NMU will continue to be guided by its own constitution, negotiate its own contracts, elect its own officials and operate its own pension and welfare plans. NMU headquarters will remain in Washington, D.C. However, to meet the changing needs of the industry, the SIUNA and NMU will be looking into ways that they can jointly better serve their memberships.

The NMU, founded in 1937, represented unlicensed mariners in the old Congress of Industrial Organizations (CIO). The SIUNA was chartered by the American Federation of Labor (AFL) in 1938. It is based in Camp Springs, Md.

Since the merger of the AFL and the CIO in 1955, talks to bring the NMU and SIUNA under one banner have taken place sporadically. Despite fighting each other for contracts aboard U.S.-flag ships, the organizations have worked together on several issues including the exposure of runaway-flag shipping where shipowners abandon the country of their citizenship to seek non-traditional maritime nations in which to register their vessels and avoid the labor, safety and tax laws of their homeland.

At 11:10 a.m. on December 10, maritime labor history was made when officials of the Seafarers International Union of North America (SIUNA) and the National Maritime Union (NMU) signed an affiliation agreement bringing the NMU under the banner of the SIUNA.

The affiliation means all the major U.S. unlicensed unions now are part of the same organization, the SIUNA. The agreement also brought an end to 60 years of fighting between the two organizations.

"This is an historic day, one that has been too long in coming," SIUNA President Michael Sacco stated.

"Now, our organizations can work together to make the U.S.-flag fleet stronger and provide new and better jobs for our members. All American mariners will benefit from this affiliation."

NMU President René Lioeanjie noted the years of battle between the two organizations have taken a toll on the unions as well as the merchant fleet.

"Let us now move forward together," the NMU president said. "Let us work to improve the lives of our members."

News that the organizations were talking about a possible affiliation was first announced in March when the NMU held its constitutional convention on the grounds of the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The NMU delegates approved a resolution that stated "some form of affiliation eventually leading to a merger with another maritime union would be in the best interest of the membership."

Sacco, in his address to that convention, reflected on the past problems between the organizations and called on the delegates to imagine what could be accomplished for the U.S.-flag fleet if the two stood together.

Talks between officials from the two unions continued through the year, climaxing with the signing of the document last month.

Under the terms of the affiliation, the SIUNA and NMU will work together to improve the working and safety conditions aboard U.S.-flag ships. The organizations also will undertake to establish a joint training program to prepare their members for the tasks facing them in the next century.

Like the other U.S. maritime unions in the SIUNA (the SIU Atlantic, Gulf, Lakes and Inland Waters District; the Sailors'

Union of the Pacific; the Marine Firemen's Union; the Seafarers Maritime Union and the Seafarers Entertainment and Allied Trades Union), the NMU will remain an autonomous union that elects its own officials, negotiates its own contracts and oversees its own pension and welfare plans.

SIUNA President Sacco said the model being followed in this affiliation is the one used in 1953 when the Marine Cooks and Stewards (MC&S) became part of the SIUNA. After years of operating autonomously, the MC&S eventually merged into the SIU Atlantic, Gulf, Lakes and Inland Waters District.

As noted above, the affiliation finishes six decades of struggle between the SIUNA and the NMU.

Prior to 1935, all labor unions were affiliated with the American Federation of Labor (AFL). Within that organization was the International Seamen's Union (ISU), headed by Andrew Furuseth. After World War I, the ISU had a membership of more than 100,000 members. But by the mid-1930s, it had fallen to less than 3,000. The ISU disbanded in 1937.

The NMU was founded that year and represented unlicensed mariners in the newly formed Congress of Industrial Organizations (CIO). One year later, the AFL chartered the SIUNA under the leadership of Harry Lundberg.

Over the subsequent decades, the waterfront saw numerous confrontations between the two unions as they tried to obtain contracts from non-union operators and take in new members. The fighting continued even after the AFL and CIO merged in 1955.

However, the SIUNA and NMU did find ways to work together, particularly in the international campaign to expose and eliminate runaway-flag shipping which was taking American mariner jobs overseas.

After the creation of the AFL-CIO, the SIUNA and NMU entered into talks several times to bring the two organizations together. However, none of those efforts was successful.

SIU Crews Allied's New Sea Eagle

Seafarers recently crewed Allied Towing Corp.'s new ocean tug and barge *Sea Eagle*, marking additional job opportunities for the membership.

Built at the Moss Point (Miss.) Marine shipyard, the 124-foot *Sea Eagle* entered service last fall. The boat and barge transport various chemicals from the northeast to the Gulf.

The company which developed this articulated tug and barge, Ocean Tug & Barge Engineering, described the connection system as one that "operates by clamping the nose of the tug to a bar at the head of the notch, which the tug pivots around. Roll restraint is by a fixed

pad of fenders on one side of the tug, and a movable set on the other. This enables the tug to remain connected in much larger seas than are possible when pushing with wires."

The company also provided the following specifications for the tug:

- Depth, Molded (Baseline @ Low Sheer) - 22 ft.
- Main Propulsion Engines - Two Alco 16-251F Diesels each rated 2,915 BHP at 900 RPM or Equal EMD package.
- Reduction Gears - Two Reintjes - WAF 2255 HL 4.916:1 Ratio

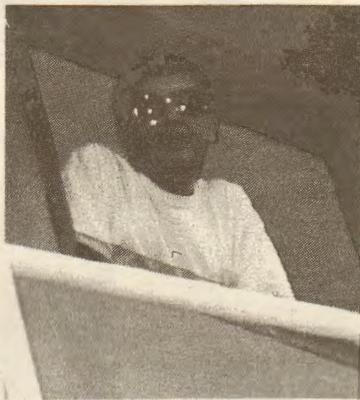
- Total BHP - 5,830 BHP
- Propellers (2) - Bird Johnson "New Generation" Workwheels - 126"
- Diesel Generators - (2 x 99 kW, (1) x 99 kW)
- Gross Register Tonnage Under 200 GRT /SOLAS Compliant
- Crew Accommodation - 4 Double Strms/2 Single Strms.



Mate Mark Tilly was among the first SIU members to sign on the new ocean tug.



Enjoying a brief and well-earned break are engine department members Harry Toohey and Louie Payne.



Greeting an SIU port representative aboard the tug in Norfolk, Va. is Captain Bob O'Neal.



Allied Towing's *Sea Eagle* transports chemicals from the northeast to the Gulf.

Coast Guard Seeks 'Y2K' Comments

The U.S. Coast Guard recently announced that it seeks public comment on "actions and control measures to minimize the occurrence and effect of potential Year 2000 (Y2K)-related equipment and system malfunctions aboard vessels, at port facilities and at marine terminals."

In a notice published December 4 in the *Federal Register*, the agency warns that "malfunctions and failures of date sensitive automation and computer processes can potentially halt critical domestic and international maritime operations."

For example, the Coast Guard notes, "Computer programs for engine automation systems that monitor the time between required engine maintenance are a good example of the Y2K problem. If these programs misread "00" as the year 1900 instead of 2000, they may interpret that 100 years has passed since the last engine maintenance was performed and respond by shutting down systems to avert damage to the engine."

"Temporary loss of main engine operation at sea on a calm day with no other ships in sight may only prove inconvenient. However, the unexpected loss

of a ship's propulsion in a narrow or crowded waterway could result in a serious casualty."

By seeking public comments, the agency hopes to help prevent marine-related Y2K problems. Comments are due by March 4.

In its notice, the Coast Guard flatly states that it does not "plan to address Y2K issues through new regulations. Rather, our goal is to use existing authority to respond to Y2K risks with a sufficient level of control to prevent casualties."

To that end, the organization presents 10 questions (some multi-part) for readers' consideration, while making it clear that "comments on other issues addressed in this document are also welcome."

The questions include:

- Should the Coast Guard exempt vessels and facilities that can provide evidence of correcting any Y2K problems from any Y2K-related port movement or operational controls?

- Should the Coast Guard consider suspending all

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Maritime Briefs

Rear Adm. Holder to Succeed Vice Adm. Perkins at MSC

Rear Admiral Gordon S. Holder will succeed Vice Admiral Jim Perkins as Commander, U.S. Military Sealift Command, when Perkins retires after nearly 35 years of Navy service. MSC announced that the change of command is scheduled for next month.

"Rear Admiral Holder comes to MSC following a tour as commanding officer of Naval Amphibious Group Two," MSC stated in a news release. "Prior to that duty, he served as third commander of Naval Doctrine Command."

"A 1968 graduate of Florida State University, Rear Admiral Holder took his commission after completing officer candidate school in Newport, R.I. He graduated with distinction from the Air Command and Staff College at Air University in Montgomery, Ala. While in Montgomery, Holder earned a Master of Science degree from Troy State University."

Vice Admiral Perkins, a strong and visible backer of the U.S. merchant fleet, "ends a prestigious military career that began following graduation from the U.S. Naval Academy in 1964, and includes combat assignments in Vietnam, the Persian Gulf and Somalia," MSC noted.

Crescent Towing Receives ISO 9002 Certification

SIU-contracted Crescent Towing announced it recently received certification of compliance with the internationally recognized ISO 9002 quality standards.

Operating in the ports of New Orleans, Mobile, Ala. and Savannah, Ga., Crescent is believed to be the first ISO 9002-certified tugboat company in those areas.

The certification "is the crowning achievement of our quality initiative," stated Crescent CEO Richard Murray. "We believe that by adhering to the principles of the ISO quality standard, it will help us to exceed our customers' needs and requirements through improvements in our service."

In order to maintain the certification, companies must conduct periodic in-house reviews and also undergo semi-annual analysis by an international accreditation entity known as the American Bureau of Shipping Quality Evaluations.

SIU members crew Crescent's fleet of 25 tugs.

Crowley American Transport Earns Prestigious Ford Award

Ford Motor Co. recently presented its prestigious Q1 Award to SIU-contracted Crowley American Transport in recognition of the company's sustained levels of excellence in its quality systems, performance and customer satisfaction.

In announcing the award, Crowley pointed out that it is one of "only a few ocean carriers to have received it, and is the first to have won it as an ISO 9002 certified carrier."

Thomas Crowley Jr., chairman, president and CEO of Crowley Maritime Corp., said he accepted the award "on behalf of the entire company and our 3,500 employees, who have committed themselves to the quality improvement process and customer satisfaction. It is a very prestigious honor for which we have a great deal of respect."

SIU members crew Crowley vessels that operate on all three U.S. coasts and also provide service to Canada, Central and South America and the Caribbean.

Runaway-Flag Schemer Panama Tops World's Merchant Shipping

How pervasive is the problem of runaway-flag shipping? According to a recent report by a foreign shipowners' organization, most of the top 10 nations in terms of merchant shipping tonnage are part of the runaway-flag scam.

The Shipowners Association of Norway in December reported that Panama, with 4,877 vessels and a total tonnage of 93.2 million, topped the list, followed by Liberia, Greece, the Bahamas, Malta, Cyprus, Norway, Singapore, Japan and China.

The report also stated that the total tonnage of the world's merchant shipping increased from 1997 to 1998. The number of merchant ships weighing more than 300 tons apiece last year reached 38,619, with a total tonnage of 494.1 million, according to the report.

Reminder

As part of the existing standard freightship and tanker contracts, Seafarers may qualify for an extra vacation day per month.

However, the contracts department reminds SIU members that in order to obtain this benefit, they must secure and complete a "tour of duty" form when signing off the vessel. This one-page form, available aboard the ship, should be signed by the master with the ship's seal. It is the member's responsibility to keep the form until filing for vacation benefits.

The extra vacation day will be paid to any eligible SIU member who successfully completes his or her tour of duty without injury or illness and who files the correct paperwork. If the Seafarer already has collected some vacation pay prior to successfully completing his or her tour, then the extra day will be awarded on the last vacation check, once he or she completes the assignment and meets the verification requirements.

Coast Guard Okays Paul Hall Center's STCW-Mandated Basic Safety Classes

Courses Meet Convention's Chapter VI Requirements

The U.S. Coast Guard has approved two courses offered by the Paul Hall Center for Maritime Training and Education that will enable experienced Seafarers and new SIU members to comply with the Chapter VI-Basic Safety requirements of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

Course dates will be published as soon as they are available and also will be posted on the SIU web site, located at <http://www.seafarers.org>. Meanwhile, the school is offering the training to members who already are enrolled in other

classes at the Piney Point, Md. facility.

The Paul Hall Center is believed to be the first maritime training school offering Coast Guard-approved courses that meet the Chapter VI requirements.

One of the classes is a four-day, 28-hour refresher curriculum for Seafarers who have sailed before August 1, 1998. Mariners in this category have until February 1, 2002 to comply with Chapter VI.

The other is a five-day, 40-hour basic safety course for those with no sea time prior to August 1, 1998. Such mariners may not sail unless they meet the Chapter VI requirements.

In accordance with Coast Guard guidelines, each class is limited to no more than 20 students.

These classes, which blend practical training and classroom instruction, do not replace the Paul Hall Center's basic firefighting or water survival courses as required by 46 CFR for Coast Guard endorsement as a lifeboatman.

The new classes are fairly similar in that they largely cover the same subjects, but in varying degrees. Each is divided into four sections or modules that correspond with the Chapter VI requirements.

Among the topics addressed in

module No. 1 are personal responsibility, communication, emergency procedures, personal safety, safety equipment, and environmental protection procedures.

Module No. 2 includes curriculum on inflatable life rafts, survival at sea and signaling. The 28-hour class also covers station bills, lifeboats, rescue procedures and personal lifesaving equipment.

The third module covers first aid and CPR, including responder awareness and breathing awareness.

Fire fighting and fire prevention constitute the fourth module. Subjects in this segment include chemistry of fire, heat

transfer, fire detection systems, fire extinguishing systems, agents and methods, firefighting equipment, self-contained breathing apparatus, personal protective clothing and more.

As a condition of approval, the Coast Guard has the right, at any time, to inspect the Paul Hall Center's facilities, equipment and records; interview and survey students to aid in course evaluation; assign agency personnel to observe or participate in the class; and supervise or administer the required examinations or practical demonstrations. These are standard requirements for Coast Guard-approved classes.

School Finalizing Basic English Tests

The Paul Hall Center is finalizing the basic English test that Seafarers will take in order to comply with U.S. Coast Guard regulations stemming from the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) as well as the International Safety Management Code (ISM).

The SIU soon will administer the exam—a basic reading test—when members register for a job. As reported in the December issue of the *Seafarers LOG*, SIU members who have successfully completed a course at the Paul Hall Center for Maritime Training and Education (within an as-yet undetermined time period) will be “grandfathered” for this requirement and therefore will not need to take the test.

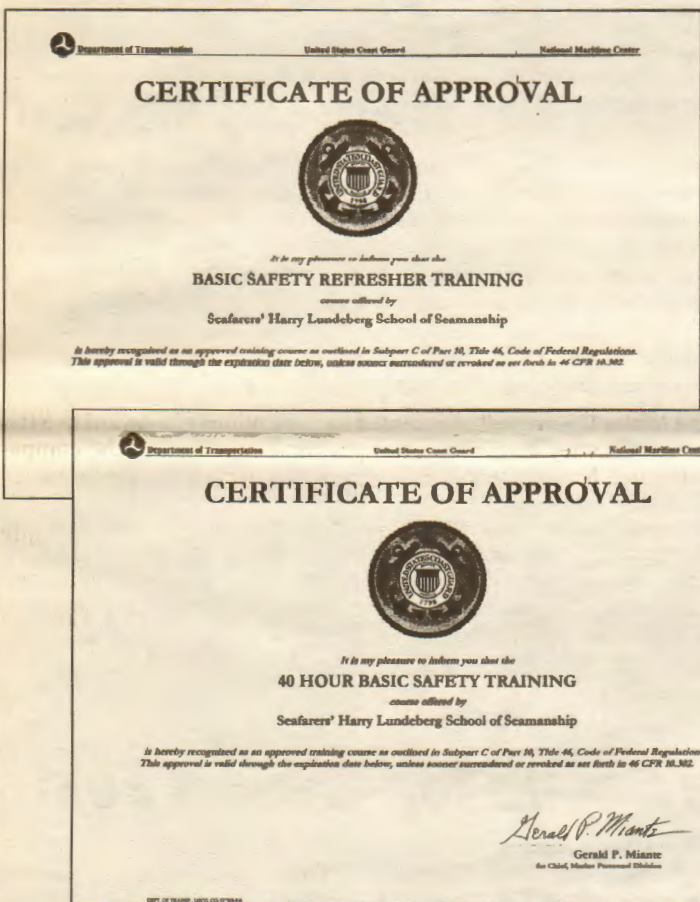
The regulations prompting the English test are explained in Title 46, Part 7 of the Code of Federal Regulations. They relate to ship-specific familiarization.

According to Coast Guard navigation and vessel inspection circular No. 4-97, ship operators “must provide written instructions to the master that documents the policies and procedures to follow with respect to all newly employed or newly arrived vessel personnel.”

Further, the written plan should instruct mariners to “visit spaces where they will perform their regular and emergency duties; locate muster stations, alarms, life-saving appliances, and emergency escape routes, as well as any firefighting and pollution response equipment they may use; meet their supervisor or other person(s) assigning duties; locate equipment necessary to perform their duties and learn the control and display features for that equipment; when convenient

to vessel operations, observe the equipment in use by someone whose duties already require its use; activate the equipment and perform functions using the controls on the equipment, when conditions permit; locate operational manuals or other documentation needed to perform their duties; locate any personal protection gear required to perform their duties, as well as first aid/medical kits available at the work site; read and understand relevant standing orders, safety and environmental protection procedures, and company policies, clarifying any unclear or confusing material; read and understand the vessel's safety management system,” among other assignments.

More details about the test will be published in upcoming issues of the *LOG*.



The U.S. Coast Guard recently approved two basic safety courses offered at the Paul Hall Center to meet STCW requirements.

Apprentice Program Is Nominated For 'Workforce Partnership' Award

Senator Ted Stevens Praises Paul Hall Center's Training

The unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education has been nominated for the National Association of Private Industry Councils' 1999 Workforce Partnership Award.

The nomination stems from one aspect of the unlicensed apprentice curriculum designed to facilitate entry-level employment opportunities aboard U.S.-flag ships for residents of Alaska.

Senator Ted Stevens (R-Alaska) backed the nomination, informing the Washington, D.C.-based industry association that a number of his constituents have utilized the Paul Hall Center program to secure “gainful employment” that includes “full family medical, dental, pension, education and vacation coverage.... Needless to say, Alaskans are proud of this partnership and its accomplishments, and I hope the group considering their [nomination] for this award will give them every consideration for a job well done.”

Located in Piney Point, Md., the Paul Hall Center and its Harry Lundberg School of Seamanship

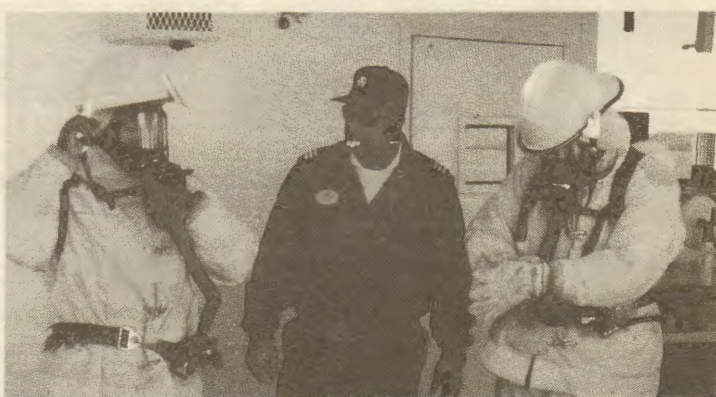
offer entry-level training for people ages 18 to 24, or up to 30 if they possess military experience.

The unlicensed apprentice program consists of three segments. The first is a 12-week initial training phase that features vessel familiarization, fire fighting, first aid and CPR, water survival, vessel operations and maintenance, sanitation and other topics, with an emphasis on practical training.

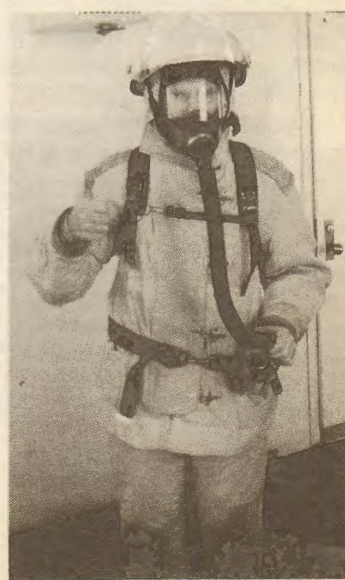
Next, students ship out for a minimum 90-day shipboard training and assessment phase. Students complete at least 30-day rotations through the deck, engine and steward departments. Department heads conduct student evaluations, and vessel masters verify appraisals.

Students then return to Piney Point for department-specific training that prepares them to sail either as ordinary seamen, wipers or steward assistants. This phase includes the tankerman assistant DL course and the LNG familiarization class, thereby allowing students to meet STCW requirements for sailing on tankers, including LNG carriers.

Mississippi Queen Hosts Safety Training



The long-standing tradition of shipboard safety training provided by the Paul Hall Center to SIU members sailing aboard The Delta Queen Steamboat Company's passenger vessels recently continued with practical courses aboard the *Mississippi Queen*. Included in the curriculum were damage control, chemical safety, certain aspects of fire fighting, and airway obstruction. Instructor Anthony Hammett commended crew members for their attentiveness and enthusiastic participation. Among those completing the training were Seafarers Bill Freitas, Fred Johnson and Dan Engle, joined for a drill by First Mate Alan Johnson.





Seafarers were among the hundreds of trade unionists showing their support for Avondale workers at a September rally in Washington, D.C.

Avondale Seeks Foreign Workers As It Continues to Fight Unionization

In the midst of a protracted battle to keep unions out of the Louisiana facility, Avondale Shipyards, Inc. has petitioned the federal government for permission to hire foreign workers because of a so-called lack of qualified personnel, according to *The Journal of Commerce*.

The action by the shipyard is its latest effort to ignore the will of its workers who voted 1,950 to 1,632 for union representation in June 1993. Since then, the company has used every stalling tactic possible to keep from negotiating a collective bargaining agreement.

In its request, Avondale is seeking special visas for 100 temporary workers for up to one year to fill positions of welders, shipfitters, shipyard electricians and painters. The Departments of Labor and State can grant a waiver if they determine there is such a shortage. Avondale claimed boom times in the oil and shipbuilding industries in that part of the country have dried up the skilled workforce.

However, the AFL-CIO Metal Trades Department pointed out that a February 1998 study conducted by the Louisiana Technical College showed more than 250 experienced workers in the vicinity of the yard were available for immediate employment. In fact, the July unemployment rate in that part of Louisiana was 20 percent above the national average.

This is not the first time since

the union vote that Avondale has looked offshore for its help. In 1996, it brought in 15 Scottish and English workers who stayed only three days before quitting because of poor working conditions and broken promises. One of those workers, quoted in a British newspaper, said safety conditions at Avondale were "50 years out of date."

Unsafe working conditions was one of the reasons workers at the shipyard voted for union representation. According to the Occupational Safety and Health Administration (OSHA), Avondale has the highest rate of deaths per employees as compared to any other major shipyard in the country during the 1990s. OSHA records the yard's rate as 1.02 deaths per 1,000 employees from 1990 to 1997. The next closest ratio is 0.29 per 1,000 employees at union-contracted Ingalls Shipbuilding in Mississippi.

Another issue raised by the Avondale workers is the company pays far less for comparable work than other domestic shipyards. The Metal Trades Department reports the average wage for an Avondale worker is \$9.45 an hour. This is approximately 29 percent less than the amount paid to workers at other private contractors for the U.S. Navy and 48 percent less than workers at the nation's federal shipyards. (Avondale is a major contractor for U.S. Navy vessels, including the Bob Hope-class of preposi-

tioning ships.)

Since the National Labor Relations Board-supervised balloting was conducted, Avondale has used the court system and other legal efforts to prevent work on a contract with the unions of the New Orleans Metal Trades Council. Almost one year ago, an administrative law judge declared Avondale had violated labor law more than 100 times. He ordered the company to reinstate 28 illegally fired workers and Avondale's chief executive officer, Al Bossier, to personally read a cease and desist order to all the workers. To date, neither has been done.

In September, hundreds of trade unionists rallied in Washington, D.C. in support of the Avondale workers. Two months later, the *Global Mariner*, an exhibition ship operated by the International Transport Workers' Federation to expose the plight of mariners aboard runaway-flag vessels, sailed the Mississippi River in New Orleans with banners and messages of support for the shipyard workers.

STCW Implementation Team Established

For many in the maritime industry, STCW at times is a four-letter word.

The international convention governing shipboard safety and mariners' credentials already has reshaped the regulatory end of the business, with more changes looming.

Given the pact's breadth, the U.S. Coast Guard recently established an STCW "Implementation Focus and Coordination Team" to monitor and achieve nationwide execution of the convention.

As part of that agenda, the agency on December 16 conducted a well-attended and spirited public meeting in Washington, D.C. to solicit industry input. The SIU and the Paul Hall Center for Maritime Training and Education took part in the meeting, as did other representatives from throughout the industry.

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners. The original convention of 1978 was

amended in 1995, as more than 100 nations ratified it. (The U.S. became signatory to the original convention in 1991 and also signed onto the amended treaty.)

The agreement mainly applies to masters, officers and watch-keeping personnel on deep sea vessels; it also covers mariners on domestic voyages if the vessel operates beyond the boundary line.

The 1995 amendments took effect last February, and the Coast Guard in June published an interim rule incorporating them into U.S. regulations.

"Putting STCW-related regulations in place truly is an ongoing process, and obviously it affects a lot of people," noted Bill Eglinton, director of vocational education at the Paul Hall Center and a regular participant in international and domestic STCW forums. "The Coast Guard deserves credit for forming their implementation team. It can only help."

The Coast Guard also is accepting public comments on STCW issues until January 15.

Runaway-Flag Cruise Ship Hits Reef

A cruise on Royal Caribbean's runaway-flag *Monarch of the Seas* ended in dangerous fashion December 16 in St. Maarten.

The captain intentionally grounded the vessel after it struck a reef near the Caribbean island in the middle of the night. As the ship took on water during the ensuing four pre-dawn hours, all 2,557 passengers and 831 crew members were evacuated to shore.

No injuries were reported. The Norwegian-flag vessel, which reportedly sustained significant damage on both sides of its hull, is owned by Miami-based Royal Caribbean International.

Earlier in 1998, the company made headlines when it was fined \$9 million by U.S. courts for what

news reports described as a fleet-wide conspiracy of illegally dumping waste oil at sea and deceiving the U.S. Coast Guard. Altogether, the company pled guilty to eight felony counts involving two separate indictments (one in Miami, the other in Puerto Rico) by the Justice Department.

When the fine was announced, a spokesman for the Environmental Protection Agency pointed out, "The irony of this case is that this company has spoiled the very waters upon which its corporate survival and success depends. This action was further aggravated by Royal Caribbean when they decided to lie about their conduct."

Seafarers on the Scene for 'Desert Fox'

Continued from page 3

and Diego Garcia.

Among the SIU-crewed support vessels involved in the Persian Gulf area of operations according to the U.S. Military Sealift Command (MSC) are four prepositioning vessels operated by Bay Ship Management: *USNS Shughart*, *USNS Gordon*, *USNS*

Yano and *USNS Gilliland*. Another prepositioning ship—the *Buffalo Soldier*, operated by Red River & V.O. Partnership—also is involved. It is manned by the Seafarers Maritime Union.

Two oceanographic survey ships operated by SIU-contracted Dyn Marine are in the region. They are the *USNS Kane* and

USNS McDonnell.

The SIU-crewed tanker *Samuel Cobb* (operated by Ocean Ships) is part of the force.

Two MSC-Pacific Fleet vessels manned by members of the SIU Government Services division are assisting U.S. Navy forces. The pair are the fleet oiler *USNS Tippecanoe* and fleet tug *USNS Catawba*.

Coast Guard Seeks Y2K Comments

Continued from page 4

port operations for a period of time? If so, for how long?

■ Should vessels required to comply with the International Safety Management (ISM) Code include Y2K contingencies in their safety management system?

■ If the Coast Guard does impose Y2K-related port and vessel controls, short of a port shutdown, what additional safety measures should they require—tug escorts, additional manning, emergency steering and anchoring teams on watch, manual backups for all critical automated systems, and crew drills?

Besides asking for comments, the Coast Guard already maintains a toll-free telephone number [(800) 368-5647] for questions on

the Y2K problem. It is available from 8 a.m. to 4 p.m. Eastern time, Monday through Friday.

Additionally, the following internet web site (part of the Coast Guard's Marine Safety Program) features regularly updated Y2K information: www.uscg.mil/hq/g-m/Y2k.htm.

Anyone interested in submitting comments in response to the *Federal Register* notice may send them to: Docket Management Facility, (USCG-1998-4819), U.S. Department of Transportation, Room PL-401, 400 Seventh Street SW, Washington, D.C. 20590-0001, or call the project manager at (202) 267-1464 for more information.

Comments and attachments should be unbound, no larger than 8½ by 11 inches and suitable for copying.

Seafarers-Crewed Vessels Deployed in Persian Gulf Theater

(SOURCE: Military Sealift Command)

Prepositioning Ships

USNS Shughart
USNS Gordon
USNS Yano
USNS Gilliland
(all Bay Ship Management)
Buffalo Soldier
(Red River & V.O. Partnership)

Oceanographic Survey Ships

USNS Kane
USNS McDonnell
(both Dyn Marine)

Tanker

Samuel Cobb
(Ocean Ships)

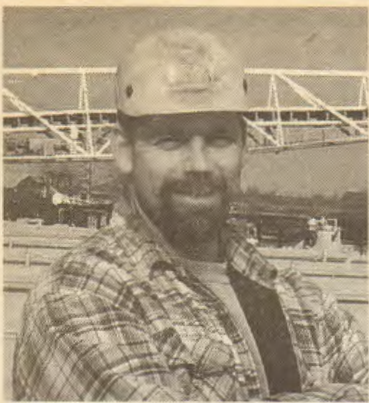
MSCPAC Fleet Oiler

USNS Tippecanoe

MSCPAC Fleet Tug

USNS Catawba

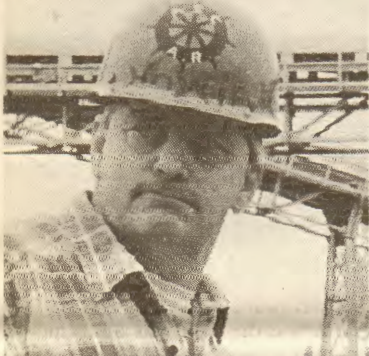
Foreign Steel 'Dumping' Hurts Otherwise Strong Lakes Shipping Season



Norman Guild, Conveyorman
H. Lee White



Tim Dugan, Bosun
H. Lee White



Howard Herold, Wheelsman
American Republic



Richard Dewitte, AB
Medusa Challenger



Charles Chizan, Deckhand
H. Lee White

As Christmas neared, the Great Lakes enjoyed unseasonably mild weather.

But, despite the relative warmth and an overall strong shipping season, SIU-contracted companies began issuing winter layup dates that started as early as December 11. Most SIU-crewed lakers are expected to dock in their respective winter ports by the first week of this month.

Many of the layup dates are two to four weeks earlier than usual because of continuing problems in the steel industry. Specifically, economic crises in many Asian countries and Russia have resulted in an onslaught of cheap imported steel in the U.S. In fact, the foreign product is being "dumped," or sold at below cost, which violates international trade agreements.

That dumping in turn has decreased the demand for iron ore, coal, stone and other commodities throughout the Great Lakes region, much of which is used in domestic steel production.

Trade unions including the United Steelworkers of America and the SIU; Great Lakes ship operators including several Seafarers-contracted companies; and others either directly or indirectly involved in the steel industry have pushed Congress and the administration to end this predicament. The dumping already has caused major layoffs in northeastern steel mills and has caused a further skyrocketing of the U.S. trade deficit.

As this issue of the *Seafarers LOG* went to press,

Commerce Department officials had scheduled overseas meetings addressing this matter.

"This is very serious and it must be resolved," stated AB Rob Heath, who sailed on several Great Lakes ships this season. "Unfairly priced foreign steel hurts a lot of people in this country—not just mariners, but also steelworkers, business owners and consumers.

"I don't think it's right that American workers lose jobs because of illegally dumped steel."

Layup Begins

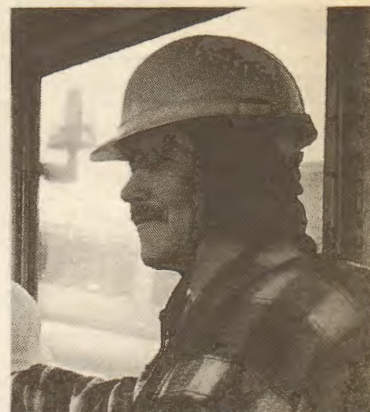
Most of American Steamship Company's (ASC) SIU-crewed bulkers were slated to lay up last month. The *Charles E. Wilson* docked in Sturgeon Bay, Wis. on December 11, followed by the *Sam Laud* in Toledo, Ohio on December 18. The *American Mariner* and *H. Lee White* were scheduled to reach their respective winter homes of Toledo and Duluth, Minn. on December 20, closely followed by the *John J. Boland* (Superior, Wis.), the *American Republic* (Toledo), the *St. Clair* (Duluth) and the *Walter J. McCarthy* (Sturgeon Bay).

ASC's *Indiana Harbor* (Sturgeon Bay) and *Buffalo* (Toledo) were expected to lay up during the first week of this month.

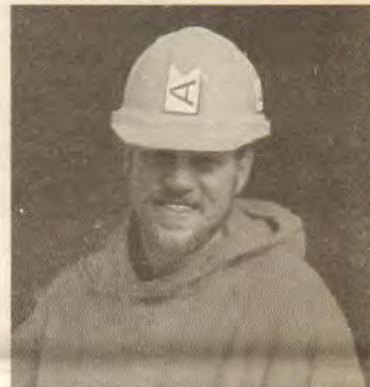
At press time, the only other available layup dates were for Cement Transit Company's *Medusa Challenger* and Inland Lakes Management's *Alpena*, both slated to shut down on Christmas.



Darren Lahaie, Watchman
American Republic



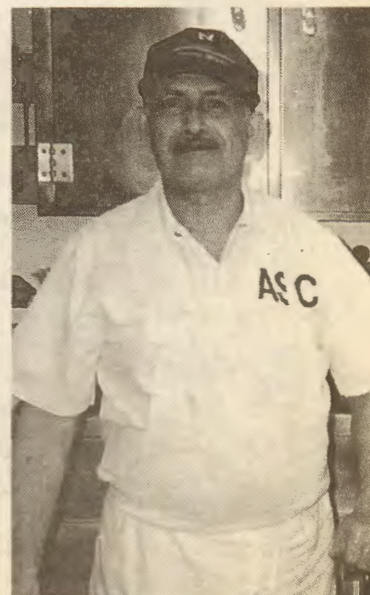
Lawrence Dudek, Wheelsman
H. Lee White



Mathew McNally, AB/Watchman
H. Lee White



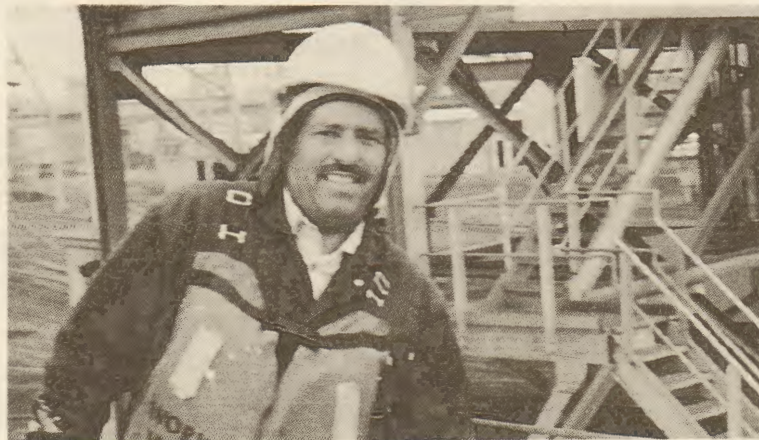
Norman Nelson, Chief Engineer
Tug Joyce VanEnkevort



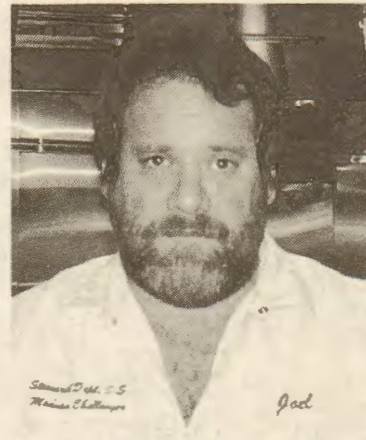
Haddi Ahmed, Porter
H. Lee White



Deckhand Charles Chizan (left) and Bosun Tim Dugan
H. Lee White



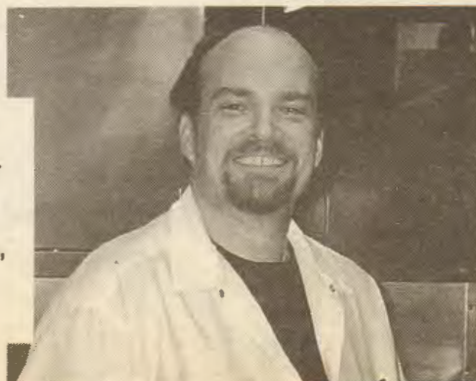
Mohsen Abdulla, Deckhand
American Republic



Joel Markle, Second Cook
Medusa Challenger



LEFT: Frank Reed,
Watchman
Medusa Challenger



RIGHT: Darrell Bays,
Steward
Pathfinder

Membership Meetings Are Important Part Of Union Education

Even though Seafarers are scattered in different parts of the world, when not at sea, they can keep abreast of news from within the union as well as from the maritime industry as a whole by attending monthly membership meetings at their nearest SIU hall.

The meetings offer up-to-date information on contract talks, maritime legislation and national policies as well as providing a forum

in which to discuss other issues of importance to the rank-and file membership and to the union's officials.

Members are asked to clip the schedule below and post it on their ships' bulletin boards or keep it for personal reference. Seafarers also may refer to each issue of the *Seafarers LOG*, which lists the dates of the next two meetings scheduled for each port.

Membership Meetings in 1999

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	4	8	8	5	3	7	6*	2	7*	4	8	6
New York	Tuesday after first Sunday	5	9	9	6	4	8	6	3	7	5	9	7
Philadelphia	Wednesday after first Sunday	6	10	10	7	5	9	7	4	8	6	10	8
Baltimore	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Norfolk	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Jacksonville	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
San Juan	Thursday after first Sunday	7	11	11	8	6	10	8	5	9	7	12*	9
Algonac	Friday after first Sunday	8	12	12	9	7	11	9	6	10	8	12	10
Houston	Monday after second Sunday	11	16*	15	12	10	14	12	9	13	11	15	13
New Orleans	Tuesday after second Sunday	12	16	16	13	11	15	13	10	14	12	16	14
Mobile	Wednesday after second Sunday	13	17	17	14	12	16	14	11	15	13	17	15
Duluth	Wednesday after second Sunday	13	17	17	14	12	16	14	11	15	13	17	15
San Francisco	Thursday after second Sunday	14	18	18	15	13	17	15	12	16	14	18	16
St. Louis	Friday after second Sunday	15	19	19	16	14	18	16	13	17	15	19	17
Honolulu	Friday after second Sunday	15	19	19	16	14	18	16	13	17	15	19	17
Wilmington	Monday after third Sunday	19*	22	22	19	17	21	19	17*	20	18	22	20
New Bedford	Tuesday after third Sunday	19	23	23	20	18	22	20	17	21	19	23	21
Jersey City	Wednesday after third Sunday	20	24	24	21	19	23	21	18	22	20	24	22
Tacoma	Friday after third Sunday	22	26	26	23	21	25	23	20	24	22	26	24

*Piney Point changes created by Independence Day and Labor Day holidays; Baltimore, Norfolk, Jacksonville and San Juan changes created by Veterans Day holiday; Houston change created by Presidents' Day holiday; Wilmington changes created by Martin Luther King's birthday and Paul Hall's birthday holidays.

WHAT CAN YOU DO ABOUT SKYROCKETING COLLEGE COSTS?

AN SIU SCHOLARSHIP CAN GIVE YOU A BOOST!

All Seafarers, their spouses and dependent children who plan to attend college next fall are encouraged to apply for one of seven scholarships being awarded in 1999 by the Seafarers Welfare Plan.

Three of the four monetary awards will go to SIU members (one in the amount of \$15,000, the other two for \$6,000 each). Four scholarships will be given to spouses or children of eligible Seafarers or SIU pensioners, each in the amount of \$15,000. Eligibility requirements are spelled

out in a booklet which also contains an application form. The booklet is available by filling out and returning the coupon below to the Seafarers Welfare Plan. It also is available at all SIU halls.

Winning a scholarship is a great way to help alleviate the ever-rising costs of tuition at both two- and four-year institutions of higher learning.

The deadline for receipt of completed applications is **April 15, 1999**. So, now is as good a time as any to start the application process rolling.

COMPLETE THIS COUPON AND MAIL TO:

Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746



Please send me the 1999 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name of Applicant _____

Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

1/99

Aided by ITF, Crew Gains \$73,000 in Back Pay

Combustible Waste Adorned Deck of Runaway-Flag Vessel

The runaway-flag general cargo ship *Gulf Star* recently limped into the port of Toledo, Ohio with its decks littered with red bags of biohazardous materials, and its crew fed up.

Unpaid for nearly five months and sailing without enough stores (among other problems), the crew in mid-September turned to the International Transport Workers' Federation (ITF) for help. Don Thornton, one of the SIU's ITF inspectors, then assisted the multinational mariners in securing about \$73,000 in back wages, plus various needed ship repairs.

The SIU is one of the more than 500 worldwide ITF affiliates. Another member of the federation, the International Longshoremen's Association (ILA), helped in the *Gulf Star* case by honoring a one-day strike by the crew.

"Without a doubt, the ILA's support was crucial to the success of this incident," noted Thornton.

Built in 1979 in the Netherlands, the *Gulf Star* is owned by a Greek and Panamanian conglomerate misleadingly named France Ship Management. It flies the Panamanian flag, but is operated by Coral Gables, Fla.-based Star Ship Management.

In Toledo, *Gulf Star* crew members—including Colombians, Indians, Mexicans, Croatians and Guyanans—called Thornton not only because of the back wages, but also because of unsafe ship-

board conditions. Among the problems were:

- Potentially explosive chemicals that inadvertently had been mixed in the engine room. Personnel from the U.S. Coast Guard told Thornton that the chemicals—dumped into the bags marked "biohazard/infectious waste"—presented a danger of spontaneous combustion.
- A contaminated fresh water system, essentially rendered useless by saltwater.
- Leaky hatches that resulted in damage to the cargo (sugar).
- Lack of required navigational charts and other wheelhouse documentation.

Not surprisingly, the ITF's intervention quickly generated results. Star Ship Management sent a fax to the ship, promising imminent partial payment of back wages and asking them to wait a little longer for the balance. The operator also promised relief for several crew members at the next port.

"We have the best intentions to bring all wages up to date at the earliest opportunity," the fax reads in part.

Nevertheless, crew members followed through with the strike and subsequently were paid in full.



A one-day strike by the multinational crew (top photo) helped secure approximately \$73,000 in back wages. Combustible material (inset) is stored on the deck of the runaway-flag *Gulf Star*—just one of many problems recently discovered aboard the general cargo ship.

Equality State Crew Excels In Emergency Response Drill



A smoke simulator (left photo) and simulated injury (right) lent realism to the emergency response drill aboard the SIU-crewed *Equality State*, part of the Ready Reserve Force.



Chief Engineer George Adams recently praised fellow crew members aboard the *Equality State* for their smooth work during an emergency response drill.

The exercise took place in October while the ship, part of the Ready Reserve Force, was docked in Houston. A reduced operating status (ROS) crew executed the drill.

Adams extended a "thanks and well done to Bosun Neil Matthey, to all other SIU personnel and to former SIU personnel now sailing with the American Maritime Officers in licensed capacities aboard the *Equality State* for their fine performance during the drill, conducted aboard the vessel in coordination with Interocean Uglan Management's New Jersey office.

"The drill consisted of enact-

ing an emergency scenario involving fire and injuries to personnel in confined spaces. A high degree of realism was achieved by the use of smoke-emitting equipment."

Adams explained that the drill started with a general alarm and mustering at the emergency gear locker. Crew members then donned protective clothing and entered the safe but smoke-filled shaft alley. From there, they evacuated two shipmates using a stokes litter.

"Bosun Matthey, Electrician Lowell Lem, Steward Henry Manning and DEU Donnis Wars are commended for their high level of professionalism and the extra effort required to successfully complete this extensive and challenging drill," Adams concluded.

Blast Aboard Runaway-Flag Vessel Kills 1

Continued from page 24

Violation of U.S. Laws

Norris said the Coast Guard's inquiry is all but complete and a report will be released.

U.S. Coast Guard Commander Ken Parris, senior investigating and public affairs officer also based at the agency's Marine Safety Office in New Orleans, said, "If there is evidence of some misconduct, the Coast Guard would go before a hearing officer for a monetary payment" by the company. "A fine is set if there is some violation of U.S. law," he added.

Parris said, "We have required the company to provide a letter of undertaking for something in the range of \$100,000 for potential civil penalties relating to the vessel's entry into U.S. waters and this accident." A letter of undertaking is essentially a promissory note from the company's attorneys.

A spokesman for Copenhagen-based Transmarine Management, the vessel's operator, contacted November 24, said his company intended to do their own investigation as well although he did not know "where it would lead."

When asked if Denmark had any authority in regard to the accident, the Transmarine Management representative said he was not sure.

Treatment of the Crew

Reports on crew treatment vary.

ITF Inspector Boudreaux noted that the operating company, Transmarine Management, has fulfilled its obligations under the ITF collective bargaining agreement.

"The company paid off all the crew members and sent them home, paying for transportation," he said. Additionally, "the company has settled with the three injured crew members who are represented by an ITF attorney in New Orleans."

"It was lucky this crew had an ITF agreement. I've seen lots of foreign-flag ships without any kind of labor contract. If that had been the case, the crew probably would have been a lot worse off," Boudreaux said.

Under terms of the ITF contract, the company must secure the crew members' employment within 30 days that is equal or greater to their jobs aboard the

Champion Trader.

Boudreaux noted that under the ITF contract, the engine cadet's next of kin is entitled to a death benefit of \$60,000. Negotiations continue between the ITF attorney and the seaman's father with the company over the death settlement.

For an accident on a flag-of-convenience vessel, Boudreaux found the operating company's actions relatively on the up-and-up. "I've seen so many other ships like these where you just can't pin down anyone responsible," he said.

Other sources believe that the main reason for such cooperation is that the accident happened in U.S. waters, which quickly exposed the parties involved.

SIU Bosun Deano said he believes the company "ignored the crew after the accident. When I boarded almost a week after the accident, after talking to the crew, I went out and personally got these guys phone cards. The company still hadn't found a way for the guys to call home."

The company spokesman said that no complaints had been lodged by the crew against Transmarine Management.

More Progress in Storm Recovery



Progress continues in the port of San Juan, P.R. as the area works to overcome the wake of Hurricane Georges. Wrecked cranes have been replaced in San Juan Bay, which has helped area shipping. Seafarers are doing their part in the recovery, including Electrician Felix Passapera, pictured above. Overall, Georges caused about \$1.7 billion in damage in Puerto Rico.

SEAFARERS FAMILY photos

Engagements, weddings, pride in the achievements of children and grandchildren—these are the everyday events so important in the lives of SIU members, who often are away from home for several months at a time.

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



Sean Ryan, safety director in the port of Brooklyn, N.Y., recently helped out in the San Juan hall. With him are his wife, Cathy, and daughter Megan. Ryan would like those working in the San Juan hall to know that it was a great privilege for him to work with the them and meet the members there, and he hopes to see them again soon.



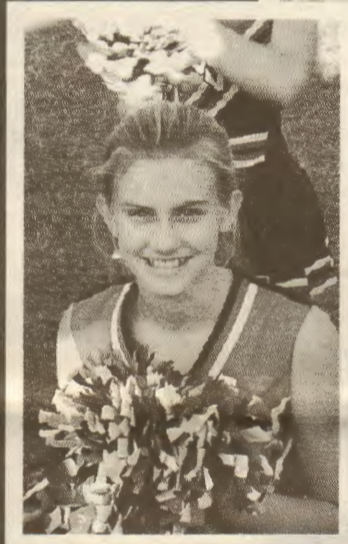
There's a lot of activity in the Moore household. At left, Havilah Moore, a daughter of Vincent Steve Moore, made the cheerleading squad at Brandon (Miss.) Middle School. In photo above, daughter Renna Moore (second from right) poses with others in the cast of the operetta *H.M.S. Pinafore*, in which she starred. Renna also was a featured artist at two art exhibits in Jackson, Miss. The girls' father works for Maritrans out of the port of Tampa, sailing aboard the *Freedom/Ocean 215*.



Like his father, AB William Rackley, and his late grandfather, Bill "Red" Rackley, 20-month-old future Seafarer Thomas Lee Rackley proudly wears his SIU cap.



Aloha from Hawaii. Zachary and Alice Webb of Honolulu are the proud parents of Caliph, who is 14 months old. Caliph's dad works aboard vessels contracted by the Military Sealift Command.



It was wedding bells on October 20, as Irma and Amir Kasim tied the knot. Kasim sails as an AB. The couple lives in Brentwood, N.Y.



The photo above was taken in Ghana last year at the engagement of David Mill-Graves and his wife, Anastasia. Another celebration took place in Ghana when Mill-Graves' son, David Jr. (right), presided over his second birthday party. Mill-Graves sails as an AB from the port of Houston.



The crew of the *LTC Calvin P. Titus* held an engagement party recently for SA Joselito M. Vincente and his fiancée, Michele. All those aboard the Maersk Line vessel say, "Good luck, Joey."



Rodney Roberson brings his wife, Michelle, and new baby daughter, Bianca, into the Philadelphia hall. Roberson sails as an AB.

'Job Well Done' for Crew of S-L Crusader

SAN JUAN



Following the union meeting aboard ship, Seafarers (from left) AB Angel Camacho, OMU Delson Richardson and OMU James Cedeño enjoy the nice San Juan weather.



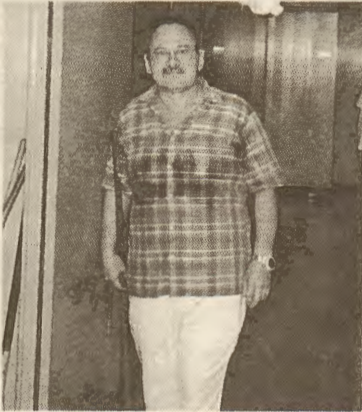
Galley gang members (from left) Chief Cook Greg Johnson, Chief Steward Brenda Kamiya and SA Trinidad Sanchez work hard to keep morale high aboard the *Sea-Land Crusader* by keeping the menus varied and the crew well fed.



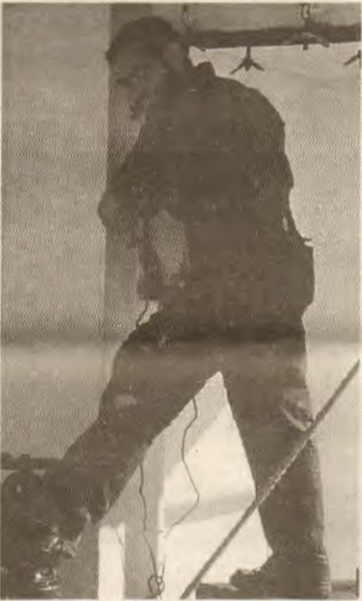
Crew members get together following the vessel's arrival in port. From the left are Chief Engineer Kevin Cooper, Recertified Bosun Roberto Diaz and AB Robert Grubbs.

From Houston to Baltimore to New Jersey and San Juan—a run known as the Puerto Rico Express—the SIU crew of the *Sea-Land Crusader* works with true team spirit.

The photos accompanying this article were taken in San Juan and Houston when the container vessel paid off in those ports.



His immediate chores completed, GVU Francisco Torres is ready to go ashore in San Juan.



While in the port of San Juan, Recertified Bosun Roberto Diaz rigs a lashing.

HOUSTON



Recertified Bosun Roberto Diaz (left) poses with AB Gregory Peters during a break in their duties.



Sharing a few smiles in the ship's galley are (from left) Chief Cook Greg Johnson, SA Trinidad Sanchez, Steward/Baker Brenda Kamiya and Relief Steward/Baker Kim DeWitt.



SIU Safety Director Ed Kelly (center) chats with Seafarers Angel Figueroa (left) and Mariano Lito aboard the *Sea-Land Crusader*.

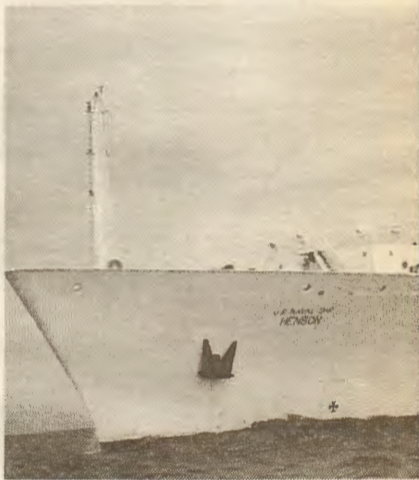
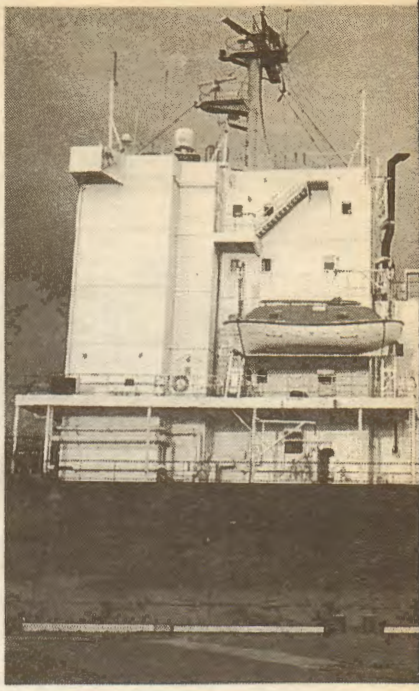
'Model' Shipmates Aboard Global Link

Some people take snapshots to help them recall events. Seafarer Robert Bakeman (photo below) takes a different approach when it comes to his sailing career. The AB creates models of the vessels on which he works, including most recently the *Global Link*. Among Bakeman's fellow crew members on the cable ship during a recent assignment in the Caribbean were (photo right) steward department members (from left) SAs Said Abdullah and Luis Filippetti, Cook/Baker Connie Gaines, Chief Steward Brandon Maeda and Chief Cook Willie Crear. Also recently sailing aboard the vessel (operated by Transoceanic Cable Ship Co. for Tyco) were (bottom right) Cook/Baker Brian Sargent, Chief Cook Wadsworth Jarrell and (bottom center) SAs Florencio Reyes and Richard Oliva-Ruiz.



1998

A Year of Growth and Promise



Political action and solidarity with fellow trade unionists in 1998 were—as always—routine for members of the Seafarers International Union.

From joining the crucial fight against Proposition 226 in California to actively supporting pro-maritime candidates in the November elections, and from rallying with Avondale workers in New Orleans still seeking their first union contract to marching with members of the Transport Workers Union in Philadelphia who secured a fair pact following a 40-day strike, SIU members were on the front lines of the labor movement throughout the country.

Yet, in a year of key political fights, a year when tensions repeatedly flared in the Persian Gulf, and a year when the maritime industry encountered an onslaught of new

regulations, what stood out most for Seafarers were job growth and future job opportunities.

“When you look at the new jobs we gained in 1998, plus the growth opportunity that has emerged in the U.S.-flag cruise sector, it’s clear that the SIU has a bright future,” stated SIU President Michael Sacco. “Combine that type of progress with the improvements taking place at the Paul Hall Center for Maritime Training and Education, and I see very, very positive developments for this membership.”

More Jobs

Early in the year, APL completed the reflagging of four Seafarers-crewed container-ships under the Stars and Stripes that entered the U.S. Maritime Security Program. All four were constructed within the last four

years and formerly flew the ensign of the Marshall Islands.

Great Lakes division members welcomed the chance to crew three tug-barge units newly acquired by SIU-contracted companies: American Steamship Company’s *American Freedom* and *Ocean Venture*, and Interlake Transportation, Inc.’s *Pathfinder*.

Maritrans made history late in the year when it unveiled the country’s first rebuilt double-hull barge, the SIU-crewed *Maritrans 192*. The company also launched the refurbished, double-hull tanker *Diligence* (purchased in 1997 from Chevron) with SIU members aboard.

Those were not the only double-hull vessels to join the ranks of Seafarers-manned ships in 1998. In October and November, SIU members climbed the gangways of three “Double Eagle” tankers newly built in Newport News, Va.

Operated by Interocean Ugland Management for Hvide Marine, the *Diamond Shoals*, *Nantucket Shoals* and *Cape Lookout Shoals* are scheduled to be joined by two more sister ships in 1999. Those vessels also will be crewed by the SIU.

Around the time the first three Double Eagles were launched, Seafarers also greeted new employ-

ment opportunities aboard the containership *El Yunque*, which will sail between Florida and Puerto Rico. A sister ship, the *El Morro*, will be crewed by SIU members early this year. Both vessels are operated by Sea Star Line, a joint venture that includes Totem Resources Corp., Matson and Sea-Barge Line Inc.

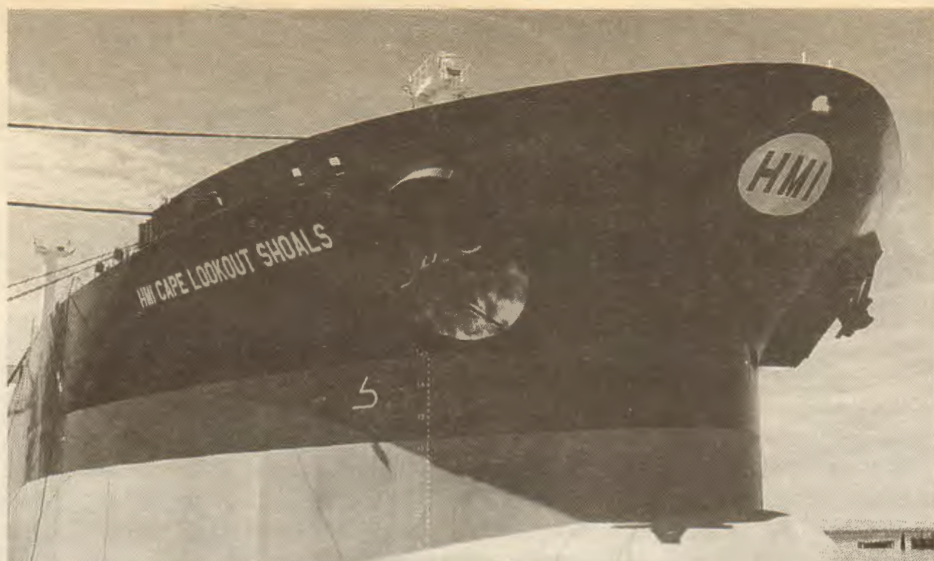
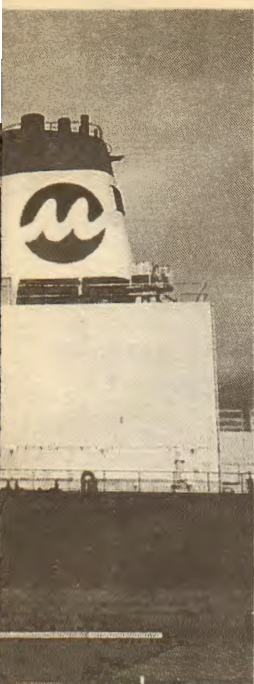
America’s sealift capacity increased as three newly built, SIU-crewed roll-on/roll-off vessels were christened in San Diego and New Orleans, respectively. On the West Coast, Seafarers crewed the *USNS Watson* and *USNS Sisler*, while in the Gulf, SIU members welcomed the Bob Hope-class vessel *USNS Seay*.

The union also gained new jobs when it crewed the oceanographic survey ship *USNS Henson* (operated by Dyn Marine Services) and the

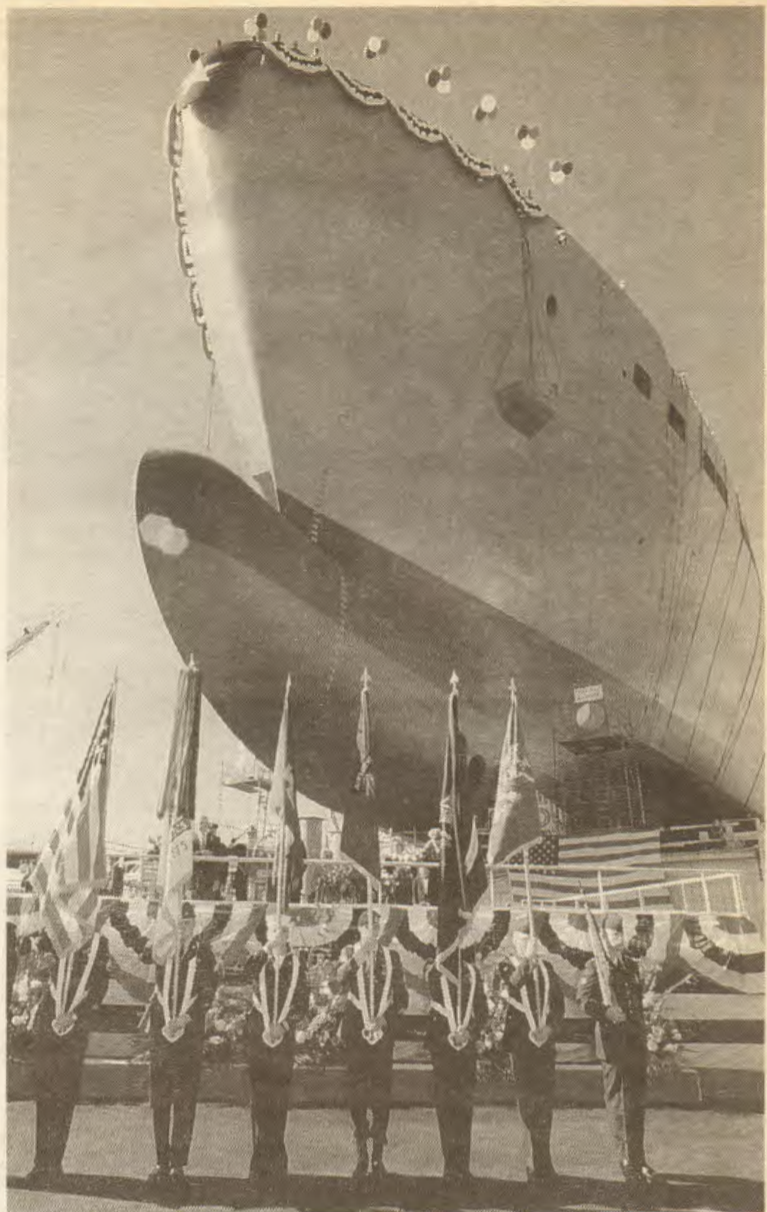


Whether sailing aboard newly contracted vessels or longtime SIU-crewed ships, Seafarers remained dedicated to shipboard safety and efficiency.





SIU members in 1998 found new employment opportunities on ships operated by Maritrans, Intercean Uglan Management, APL, Dyn Marine, Sea Star Line and other Seafarers-contracted companies. The union also welcomed three new SIU-crewed roll-on/roll-off ships which joined the U.S. Military Sealift Command's afloat prepositioning force.



"harbor class" tractor tug *Master*, operated by Crowley Maritime Services. Crowley plans five additional such tugs.

Cruise News

The U.S.-flag cruise industry received a major boost when American Classic Voyages (parent company of SIU-contracted American Hawaii Cruises) announced plans for the first two deep sea passenger ships to be built in a U.S. yard in almost 50 years. That construction will take place at Ingalls Shipbuilding in Pascagoula, Miss., with completion of the first ship expected in late 2002.

These will be the largest U.S. cruise ships in history, each capable of carrying about 1,900 passengers and measuring approximately 840 feet long.

Similarly, in April, SIU-contracted Delta Queen Steamboat Company (also a subsidiary of American Classic Voyages) announced plans to build five cruise vessels that will sail along America's coastlines. Delta Queen expects the first of the group to sail sometime next year.

New Facilities

While new jobs last year usually dominated the headlines in the *Seafarers LOG*, one announcement arguably rivaled any other as the union's top story of 1998.

On July 16, the SIU and the Paul Hall Center unveiled plans for the Joseph Sacco Fire Fighting and Safety School, a six-building complex projected to open within the next few months. This million-dollar facility, currently being constructed

near the center's main campus in Piney Point, Md., will help enable SIU members to efficiently meet many of the new safety requirements stemming from the 1995 amendments to the STCW convention as well as other new regulations.

The school is designed to virtually duplicate shipboard environments, including types of fires that could occur on vessels.

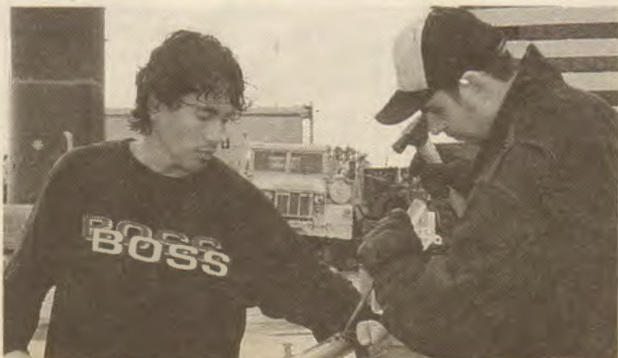
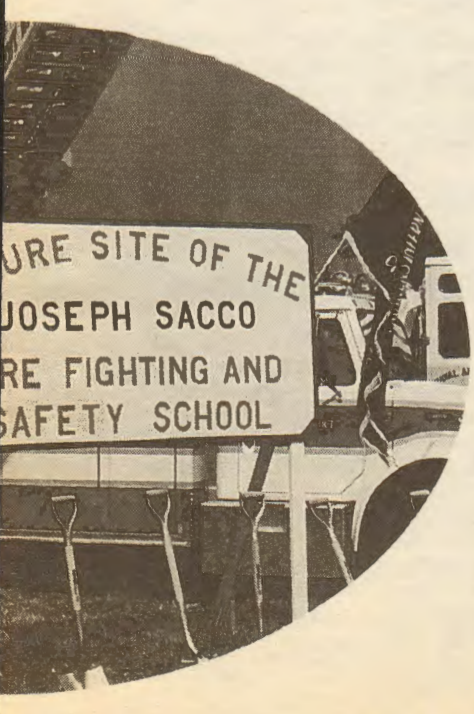
Moreover, the center and its Harry Lundeberg School of Seamanship made numerous other improvements

in 1998, including the addition of state-of-the-art radar simulators, revamping of courses to ensure STCW compliance, and an expanded alliance with a professional education association.

Elsewhere, the SIU purchased a building that will serve as the new union hall in New Orleans. Currently undergoing refurbishment, it is expected to open soon. Similarly, renovations are taking place at the SIU hall in Norfolk, Va.



For the SIU, highlights in 1998 included groundbreaking for the Paul Hall Center's new fire fighting school (center photo), acquisition of a new SIU hall in New Orleans, improved training at the Lundeberg School and securing numerous new jobs for the membership.





Chief Steward Shawn Fujiwara (right) and Chief Cook Jouse Iglesia are at the grill, ready for more than 100 hungry crew members and technicians.



With the beautiful Alaska shoreline as a backdrop, crew members enjoy great food and companionship aboard the *Global Sentinel*.



Mariners aboard the Transoceanic Cable Ship Co.'s *Global Sentinel* are in the process of laying 2,331 miles of fiber-optic cable.

Cableship Crew Treated to BBQ While Awaiting Berthing Space

The task of the cableship *Global Sentinel* is a formidable one: laying 2,331 miles of fiber-optic cable that will connect the major cities of Alaska (Fairbanks, Anchorage, Whittier, Valdez and Juneau) to Seattle, Wash.

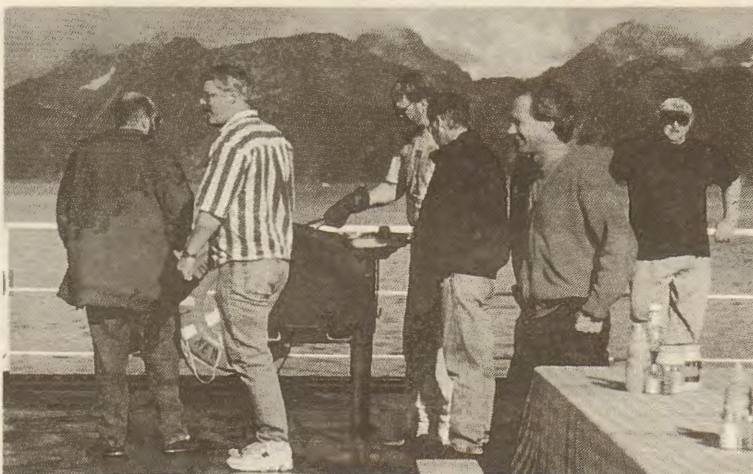
While recently in Alaska, awaiting berthing space in the port of Seward, the crew and company technicians (totaling about 104 persons) were treated to a good old-fashioned cookout by the steward department. In addition to the regular barbecue fare, several of the crew members took out their fishing poles, or even just hand lines, and caught

some fish, which also were put on the grill.

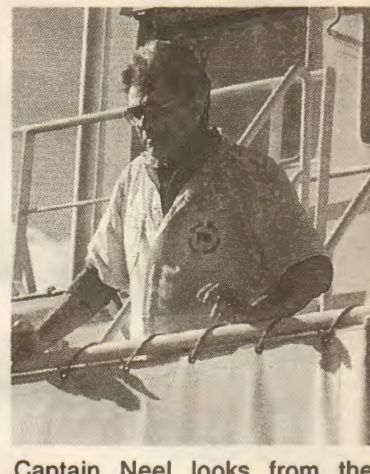
Chief Steward Shawn R. Fujiwara, who sent the accompanying photographs to the *Seafarers LOG*, says "the weather was great, and the backdrop of the rugged mountains and glaciers was simply outstanding. Even the sun made its presence known."

He also added that everyone had a great time and were well satisfied.

The vessel, operated by Transoceanic Cable Ship Co. for Tyco, makes its home port in Portland, Ore.

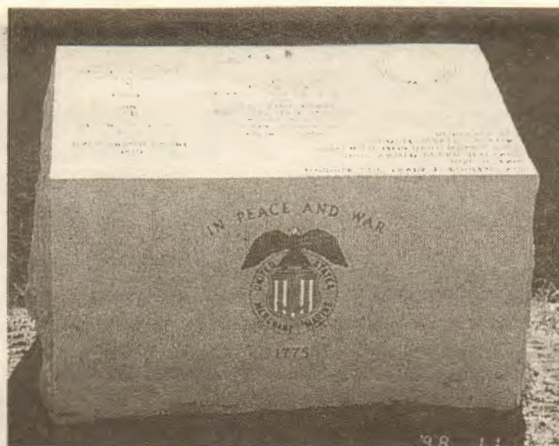


SIU members, officers and technicians line up at the second grill, manned by Cook/Baker Douglas Neubauer, for some serious chow.



Captain Neel looks from the bridge with approval at the barbecue below.

St. Louis AMMV Dedicates Monument for WWII Mariners SIU President Commends Memorial



Culminating a year-long project, the Samuel Parker Chapter of the American Merchant Marine and Naval Armed Guard veterans recently unveiled a stone monument in St. Louis recognizing merchant mariners and Navy armed guard members who died during World War II. The marker bears the merchant marine logo and an illustration of a Liberty ship, along with its inscriptions.

The SIU participated in a recent dedication conducted by the St. Louis-based Samuel Parker Chapter of the American Merchant Marine and Naval Armed Guard veterans. During the November 11 ceremony, chapter members unveiled a stone monument in memory of U.S. merchant mariners and U.S. Navy armed guard members who lost their lives in World War II.

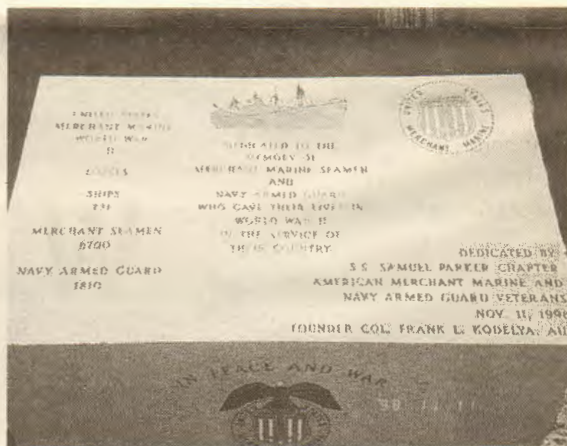
The memorial is located at a veterans' cemetery in St. Louis.

SIU President Michael Sacco, in a statement read during the observance, praised the local chapter for dedicating the monument.

"You didn't just have a good idea, you took action," Sacco stated. "It is that kind of follow-through that characterizes America's merchant marine veterans."

"That's the commitment and determination that you showed during World War II, when you braved the ice of the North Atlantic and the fire of the South Pacific," he continued. "That's the commitment and determination you showed when you kept going back to sea, even after enduring attacks by German U-boats that would have left lesser men too afraid to deliver the goods."

He also commended the local chapter and everyone else involved in the arduous, but ultimately successful fights to secure veterans' status for World War II merchant seamen, including the recently enacted extension "that properly recognizes all



World War II mariners as veterans."

More than 200 people attended the dedication, including active and retired Seafarers, local government officials and representatives from the U.S. Coast Guard.

An officer from the Samuel Parker Chapter said SIU Port Agent Becky Sleeper's reading of Sacco's statement "was gratefully received and there was more than one moist eye noticed. Your words certainly contributed to making our dedication a success."

Virginia AMMV Chapter Announces Meeting Dates

The Hampton Roads (Va.) Chapter of the American Merchant Marine Veterans invites active and retired Seafarers to attend their meetings, which alternately take place in Norfolk and Newport News.

In 1999, the chapter is scheduled to meet at the SIU hall in Norfolk on the last Saturdays of March, June, September and December (each starting at 10 a.m.). Meetings also are slated for the American Legion Post 25 clubhouse at 7609 Marshall Ave. in Newport News on the last Saturdays of January, April, July and October (also beginning at 10 a.m.). For more information, contact Max Simerly at (757) 413-4318 or (757) 247-1656.

HOLIDAY GREETINGS

The following holiday greetings did not arrive in time to be published in the December issue.

To Mrs. Cynthia Bright

Hope this day and every day finds you and our family doing their best. I can't be there this year, but my heart and soul are always with you all, at any time of the year. Love you always and forever.

Roderick K. Bright

To Marion Beeching

Merry Christmas and a Happy New Year, Beech. You're a good friend.

John Clarke

To everyone behind the counter in Houston

Merry Christmas to one and all. You are a great bunch of brothers and sisters in a great port.

John Clarke

To Andy and Josephine Lopez

Feliz Navidad y Prospero Año Nuevo to you and your family. Love you,

Johnny Clarke

To Mr. and Mrs. A. Hickman and family

For 20 years, we have been

friends. And I want you to know I love you, in my own way. You've been there for me. God bless you today and every day. I wish only the best for you in all you do. I mean this from my heart. Your friend,

Henry B. Edwards

To my son, Casey

Today is a special day for you, my son, but then to me you're special every day. I truly hope you enjoy this gift of life and you learn from it. I'm glad to be home for Xmas. You're my Xmas present 365 days a year. I love you, Casey. Love,

Daddy (Henry B. Edwards)

To my uncle Joseph Freeman

You're very special to me, and thank you for being there for me and Casey. We love you very much, even if you don't know it. Have a Merry Xmas and Happy New Year. You deserve it. Your nephew,

Henry (and Casey) Edwards

To Jim and Dee Byers

I hope this holiday season and the years to follow bring you joy and happiness. Love,

Brenda in Tacoma

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1998

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	Class B	Class C	All Groups Class A	Class B	Class C		All Groups Class A	Class B	Class C
DECK DEPARTMENT										
New York	34	14	7	19	18	6	13	39	16	9
Philadelphia	9	3	0	9	5	2	5	7	2	1
Baltimore	4	4	1	4	4	0	4	5	8	2
Norfolk	19	7	9	10	10	6	4	18	12	6
Mobile	16	4	3	18	8	5	7	22	3	4
New Orleans	17	15	4	17	16	4	8	25	16	7
Jacksonville	39	17	7	24	9	2	12	54	18	11
San Francisco	25	8	5	18	7	3	9	40	15	3
Wilmington	29	10	9	28	11	5	8	40	15	15
Tacoma	45	10	2	23	10	5	9	59	12	3
Puerto Rico	11	4	6	6	1	3	5	10	4	5
Honolulu	8	8	2	8	3	2	5	12	14	5
Houston	39	13	3	28	10	6	11	44	15	5
St. Louis	2	2	0	1	2	1	1	3	1	1
Piney Point	0	3	7	0	1	3	2	0	2	5
Algonac	1	0	2	0	0	1	0	2	0	1
Totals	298	122	67	213	115	54	103	380	153	83
ENGINE DEPARTMENT										
New York	11	11	3	12	5	1	8	22	13	4
Philadelphia	5	1	2	2	0	0	0	7	3	2
Baltimore	7	5	2	2	6	1	5	6	6	1
Norfolk	6	12	2	8	7	2	2	4	13	3
Mobile	15	6	0	8	5	1	1	13	5	0
New Orleans	8	9	4	6	9	4	6	12	6	1
Jacksonville	18	14	9	19	11	3	10	24	15	8
San Francisco	15	7	0	7	6	1	3	22	12	2
Wilmington	10	9	1	7	6	2	5	11	8	3
Tacoma	22	11	1	9	6	1	2	26	7	0
Puerto Rico	10	4	0	3	3	0	0	10	5	1
Honolulu	9	6	7	10	5	4	7	10	9	6
Houston	10	7	7	14	5	3	4	14	8	6
St. Louis	0	0	1	0	0	1	0	1	1	1
Piney Point	2	2	2	1	3	2	0	3	2	0
Algonac	1	1	0	1	0	0	0	0	1	0
Totals	149	105	41	109	77	26	53	185	114	38
STEWARD DEPARTMENT										
New York	17	5	1	10	6	1	11	25	10	0
Philadelphia	3	4	1	2	0	0	2	4	4	1
Baltimore	6	1	0	4	1	0	0	5	6	0
Norfolk	14	5	2	7	3	3	1	15	4	2
Mobile	8	3	0	6	3	0	2	11	5	0
New Orleans	3	7	1	4	3	0	3	7	9	1
Jacksonville	22	10	1	20	9	1	12	27	3	3
San Francisco	25	3	0	19	4	0	8	46	3	0
Wilmington	13	4	0	9	2	0	6	30	5	0
Tacoma	27	1	0	13	1	0	8	33	1	0
Puerto Rico	4	1	1	1	1	1	1	3	0	0
Honolulu	12	3	8	5	3	3	7	22	8	8
Houston	14	4	1	10	1	1	5	16	6	0
St. Louis	1	0	0	0	0	0	0	2	0	0
Piney Point	4	6	0	5	5	0	1	4	3	0
Algonac	0	0	1	1	0	1	0	0	0	0
Totals	173	57	17	116	42	11	67	250	67	15
ENTRY DEPARTMENT										
New York	8	39	15	1	26	7	0	13	44	30
Philadelphia	0	2	2	0	1	1	0	0	2	2
Baltimore	0	2	1	0	2	1	0	0	4	3
Norfolk	2	13	8	2	8	10	0	2	17	14
Mobile	4	9	4	0	6	0	0	5	12	4
New Orleans	4	5	6	2	8	2	0	5	12	12
Jacksonville	2	20	12	3	13	8	0	4	28	19
San Francisco	8	15	8	10	10	4	0	15	24	7
Wilmington	8	11	3	5	7	3	0	10	18	9
Tacoma	11	19	1	6	7	1	0	16	21	1
Puerto Rico	5	2	3	2	5	3	0	6	3	4
Honolulu	8	40	75	4	20	51	0	11	44	102
Houston	1	11	10	0	8	3	0	3	13	15
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	0	19	23	0	16	12	0	1	9	22
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	61	207	171	35	137	106	0	91	252	244
Totals All Departments	681	491	296	473	371	197	223	906	586	380

*"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.

February & March 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: February 8, March 8
Algonac	Friday: February 12, March 12
Baltimore	Thursday: February 11, March 11
Duluth	Wednesday: February 17, March 17
Honolulu	Friday: February 19, March 19
Houston	Tuesday: February 16*, Monday: March 15
	<i>*change created by Presidents' Day holiday</i>
Jacksonville	Thursday: February 11, March 11
Jersey City	Wednesday: February 24, March 24
Mobile	Wednesday: February 17, March 17
New Bedford	Tuesday: February 23, March 23
New Orleans	Tuesday: February 16, March 16
New York	Tuesday: February 9, March 9
Norfolk	Thursday: February 11, March 11
Philadelphia	Wednesday: February 10, March 10
San Francisco	Thursday: February 18, March 18
San Juan	Thursday: February 11, March 11
St. Louis	Friday: February 19, March 19
Tacoma	Friday: February 26, March 26
Wilmington	Monday: February 22, March 22

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

Personals

HECTOR BARNES

Your daughter, Eleassier Balaga, is trying to get in touch with you. Please contact her c/o Mr. Carlton Bailey (of the U.S. Immigration and Naturalization Service in Oklahoma City) at (405) 231-5944, ext. 124.

LESTER JOSEPH GUELDNER SR.

Anyone with information on Lester Joseph Gueldner Sr. and some of the ships on which he sailed is asked to contact his son, Cesaire Gueldner-Binder, at P.O. Box 70473, Reno, NV 89570; or E-mail him as cesairecj@aol.com.

LOG-A-RHYTHMS

Dreams

by Albert W. Austin Jr.

How did it all start?

I don't know!

Something that started

A long time ago.

I guess it was

But a dream.

Just a dream

A young boy dreams.

Of ships and boats

That sail the sea.

Someplace I thought

I'd like to be.

And now I'm old

And my hair's turned gray.

And I have sailed

Many a day.

On ships and boats

That sail the sea.

Some dreams I think

Are meant to be.

(This poem was written by AB Albert W. Austin Jr. while at sea aboard the USNS Integrity, October 20, 1998.)

**Seafarers International Union
Directory**

Michael Sacco
President
John Fay
Executive Vice President
David Heindel
Secretary-Treasurer
Augustin Tellez
Vice President Contracts
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
Nicholas J. Marrone
Vice President West Coast

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

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

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

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

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

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

HOUSTON
1221 Pierce St.
Houston, TX 77002
(713) 659-3152

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

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

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

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

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

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

NORFOLK
115 Third St.
Norfolk, VA 23510
(757) 622-1892

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

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

PORT EVERGLADES
1221 S. Andrews Ave.
Ft. Lauderdale, FL 33316
(954) 522-7984

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5855
Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1998

CL — Company/Lakes L — Lakes NP — Non Priority

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	23	10	0	15	7	0	8	3
ENGINE DEPARTMENT									
Algonac	0	19	2	0	13	2	0	6	1
STEWARD DEPARTMENT									
Algonac	0	7	4	0	6	0	0	1	4
ENTRY DEPARTMENT									
Algonac	0	19	18	0	13	9	0	6	9

Totals All Depts 0 68 34 0 47 18 0 21 17

*"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

NOVEMBER 16 — DECEMBER 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	3	5	8	0	4	5	5	5	14
Lakes, Inland Waters	35	0	0	11	0	0	28	0	0
West Coast	3	1	4	4	1	5	5	2	13
Totals	41	6	12	15	5	10	38	7	27
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	5	0	0	2	2	2	3
Lakes, Inland Waters	16	0	0	9	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	17	0	5	9	0	2	13	2	3
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	0	1	0	0	1	0	3
Lakes, Inland Waters	15	0	0	6	0	0	12	0	0
West Coast	0	0	0	0	0	0	0	0	2
Totals	16	0	0	7	0	0	13	0	5

Totals All Depts 74 6 17 31 5 12 64 9 35

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

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

PIC-FROM-THE-PAST

This photo, sent to the *Seafarers LOG* by William Kellett of Lafayette, Colo. was taken on July 13, 1945 aboard the *S.S. Fort George*, a T-2 tanker. It was taken in Abadam, Persian Gulf and represents half the steward department aboard the vessel, which was crewed by SIU members.

In the back row are William Kellett and Second Cook/Baker Enoch Bautista. Harry J. Hanssen is on the right, kneeling. Other members of the *Fort George's* steward department were Robert McMahan, Charles Wall Jr., Samuel B. Forrest Jr., Richard E. Jackson and Ralph Bennett Jr.

In 1946, Kellett broke an ankle and returned home. He then worked for the U.S. Post Office and the National Bureau of Standards, retiring with a government pension.

Kellett organized a local chapter of the Merchant Marine Veterans, which presently has approximately 100 members and meets every other month.

Fifty years after World War II ended, Kellett, now 74, again got in contact with Hanssen. It turns out both men are putting out newsletters for Merchant Marine Veterans chapters—Hanssen in Maine and Kellett in Colorado.

If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, it should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.





Welcome Ashore

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

Three recertified bosuns are among the 32 Seafarers announcing their retirements this month.

Representing 96 years of active union membership, Recertified Bosuns **Mauro DeLaCerde**, **Jerry K. McLean** and **Oscar C. Wiley Jr.** are graduates of the highest level of training available to members in the deck department at the Lundeberg School in Piney Point, Md.

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

DEEP SEA



SANTIAGO R. ALVARADO, 66, first sailed with the Seafarers in 1967 aboard the *East Point Victory*. Brother

Alvarado sailed in the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. He last worked aboard the *Westward Venture*, operated by Interoccean Uglund Management. From 1948 to 1950, he served in the U.S. Army. Born in New Mexico, he makes his home in Seattle.

WATT BLOOD-WORTH, 61, graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of New Orleans. His first ship was the *Alice Brown*. The Louisiana native started out in the steward department and later transferred to the engine department. Brother Bloodworth last sailed aboard the *Overseas Arctic* and has retired to LaPlace, La.



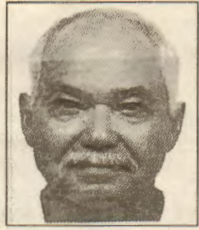
JOSEPH L. CLARK, 65, started his career with the Seafarers in 1970 in the port of Houston. A native of Texas, he sailed in the steward department and upgraded frequently at the Lundeberg School. From 1952 to 1960, he served in the U.S. Navy. Brother Clark last sailed aboard the *Liberty Star*. He calls Houston home.



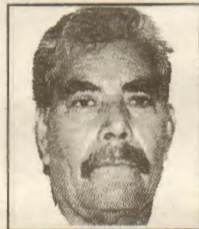
MICHAEL J. COYLE, 46, graduated from the Harry Lundeberg School of Seamanship in 1971 and joined the SIU in the port of New York. His first ship was the *Achilles*, a Newport Tankers Corp. vessel. Born in Philadelphia, he sailed in the engine department and frequently upgraded his skills at the Lundeberg School. Brother Coyle last sailed aboard the *Paul Buck*, operated by Ocean Ships, Inc. He makes his home in Philadelphia.



RUBEN DeJESUS, 65, began sailing with the Seafarers in 1968 from the port of New York. Born in Puerto Rico, he worked in the engine department, last sailing aboard the *Global Link*, operated by Transoceanic Cable Ship Co. From 1956 to 1958, he served in the U.S. Army. Brother DeJesus has retired to St. Croix, V.I.



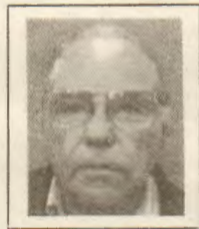
MAURO DeLaCERDA, 63, first sailed with the SIU in 1968 aboard the *Trans-orleans*, a Hudson Waterways Corp. vessel. A native of Texas, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1991. Prior to his retirement, Brother DeLaCerde last worked aboard the *Maersk Tennessee*. He calls Houston home.



LIONEL DUNKINS, 63, started his career with the Seafarers in 1960 in the port of Houston. The Louisiana native sailed in the steward department and upgraded to chief cook at the Lundeberg School. Prior to his retirement, he signed off the *Dynachem*, operated by Interoccean Uglund Management. Brother Dunkins makes his home in Lake Charles, La.



PATRICK L. DURNIN, 72, joined the Marine Cooks and Stewards (MC&S) in 1962 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Durnin last sailed aboard the *Sea-Land Independence*. Born in Oregon, he has retired to Gig Harbor, Wash.

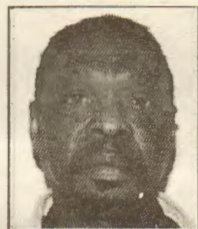


MELVIN L. GREEN, 73, began his sailing career in the 1940s and joined the SIU in 1961 in the port of San Francisco. The Oklahoma native sailed in the steward department and upgraded at the Lundeberg School. He last worked aboard the *Ogden Willamette*, an Ogden Marine vessel. He was a veteran of WWII, having served in the U.S. Navy from 1942 to 1945. Mena, Ark. is home to Brother Green.



THOMAS E. HARRIS, 59, graduated from the Andrew Furuseth Training School in 1962 and joined

the SIU in the port of Baltimore. His first ship was the *Flomar*, operated by Calmar Steamship Corp. Born in Maryland, he sailed in the engine department and upgraded frequently at the Lundeberg School. Prior to his retirement, Brother Harris last worked aboard the *LNG Capricorn*. He has retired to Huntingdon, Tenn.



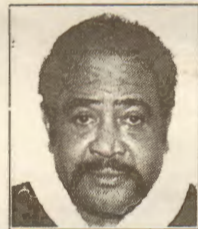
WILLIE E. HOWARD, 65, started his career with the Seafarers in 1981 in the port of Seattle. The Arkansas native began

working in the steward department and later transferred to the engine department. He upgraded frequently at the Lundeberg School. Brother Howard last sailed in 1995 aboard the *Sea-Land Reliance*. From 1951 to 1954, he served in the U.S. Air Force. He makes his home in Pomono, Calif.

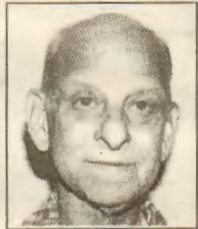
AMOS JARAMILLO, 72, began sailing in the 1940s and joined the SIU in 1961 in the port of San Francisco. A native of Colorado, he sailed in the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *Sea-Land Reliance*. Brother Jaramillo calls Seattle home.



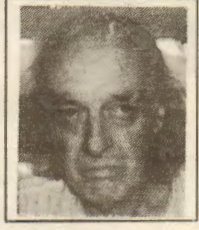
ANDERSON J. JORDAN JR., 65, graduated from the Andrew Furuseth Training School in 1960 and joined the Seafarers in the port of Mobile, Ala. His first ship was the *Alcoa Partner*. Brother Jordan sailed in the steward department and upgraded to chief cook at the Lundeberg School. Prior to his retirement, he signed off a Waterman Steamship Corp. vessel. From 1951 to 1954, he served in the U.S. Army. Born in Florida, he makes his home in Mobile.



JERRY K. McLEAN, 57, first sailed with the SIU in 1962 from the port of New Orleans, working aboard the *Del Sud*, operated by Mississippi Shipping Co. Brother McLean graduated from the Andrew Furuseth Training School in 1963. The Tennessee native sailed in the deck department and frequently upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1980. Brother McLean last sailed aboard the *Overseas New Orleans* and has retired to Kingsport, Tenn.



JACK A. MORGAN, 65, joined the Seafarers in 1952 in the port of Lake Charles, La., first sailing aboard the *Cities Service T2*



tanker *French Creek*. A native of Los Angeles, he sailed primarily in the steward department and upgraded at the

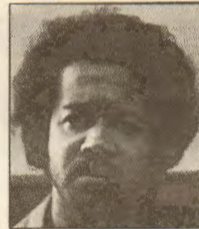
Lundeberg School. During his career, he also sailed aboard Great Lakes vessels and has worked in each of the three departments. He last sailed in 1993 aboard the *Sea-Land Hawaii*. Brother Morgan calls Wilmington, Calif. home.

STANLEY C. PAEA, 65, started his career with the MC&S in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. The Hawaii native attended the MC&S training school in 1959. From 1952 to 1956, he served in the U.S. Coast Guard. Brother Paea makes his home in San Francisco.

JOHNNY D.H. PARK, 66, joined the MC&S in 1969 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of Hawaii, he makes his home in Aiea. Brother Park served in the U.S. Army from 1953 to 1955.



JAMES B. RICHARDSON, 58, graduated from the MC&S training school in 1967 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Mississippi, he upgraded his skills to chief cook at the Lundeberg School. Brother Richardson has retired to Henderson, Nev.



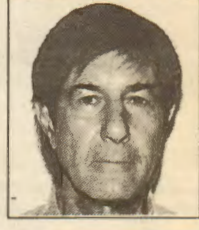
BOBBY SPENCER, 61, joined the Seafarers in 1961 in the port of New York, sailing aboard the *Madaket*, a Waterman Steamship Corp. vessel. He sailed in the engine department and frequently upgraded at the Lundeberg School. Prior to his retirement, Brother Spencer signed off the *Sea-Land Independence*. The Georgia native served in the U.S. Army from 1955 to 1957. He makes his home in Westminster, S.C.



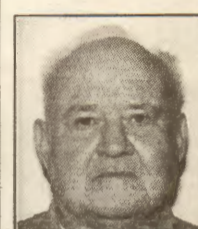
WILLIAM C. STEELE, 57, started his career with the SIU in 1967 in Port Arthur, Texas. Born in Arkansas, he worked in the deck department, last sailing aboard the *USNS Algol*. From 1959 to 1960, he served in the U.S. Air Force. Brother Steele has retired to Jasper, Texas.



LOUIS J. TALARICO, 66, began sailing with the Seafarers in 1958 aboard the *A.M. Byers*, a Great Lakes vessel.



The Cleveland native later transferred to the deep sea division. Brother Talarico worked in the deck department, last sailing aboard the *Sea-Land Discovery*. From 1951 to 1955, he served in the U.S. Navy. He calls Tucson, Ariz. home.



JOHN E. WARD, 71, first sailed with the SIU in 1946 from the port of New Orleans. The deck department

member last sailed in 1991 aboard the *Del Mar*, a Delta Steamship Co. vessel. A native of Mississippi, he makes his home in Clinton.

WILLIAM C. WEEKLEY SR., 56, started his career with the Seafarers in 1968. Born in Alabama, he



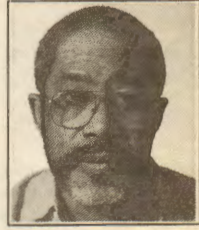
sailed in the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *HMI Defender*, operated by Interoccean Uglund Management. He served in the U.S. Army from 1961 to 1963. Brother Weekley has retired to Bay Minette, Ala.



OSCAR C. WILEY JR., 59, began sailing with the SIU in 1967, aboard the *Steel Artisan*, operated by Isthmian

Lines. Born in Alabama, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1987. Brother Wiley last sailed aboard the *USNS Chesapeake*. From 1956 to 1957, he served in the U.S. Army. He makes his home in Oakland, Calif.

BERTRAND A. WRIGHT, 62, first sailed with the Seafarers in 1958 from the port of Mobile, Ala., aboard the *Warrior*, a Waterman Steamship Corp. vessel. He graduated from the Andrew Furuseth Training School in 1959 and worked in the steward department, last sailing aboard the *Cape Jacob*, operated by American Overseas Marine. During his career, he was active in union organizing drives. The Alabama native calls Mobile home.



Continued on page 20

Final Departures

DEEP SEA

VAGN ANDERSEN



Pensioner Vagn Andersen, 84, passed away September 23, 1998. Born in Denmark, he first sailed with the Seafarers in 1956 aboard the *Montebello Hills*. Brother Andersen sailed in the steward department and began receiving his pension in November 1979. He was a resident of San Francisco.

CAROL H. CARROLL



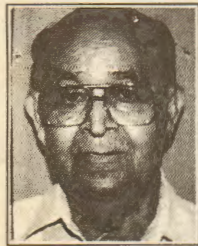
Carol H. Carroll, 65, passed away October 24, 1998. Born in Illinois, she started her career with the Seafarers in 1991 in the port of Wilmington, Calif. She sailed in the steward department and upgraded her skills at the Lundeberg School in Piney Point, Md. Sister Carroll was a resident of Etna, Calif.

VICTOR A. COVER



Pensioner Victor A. Cover, 80, passed away November 5, 1998. A native of New Jersey, he joined the Seafarers in 1947 in the port of Philadelphia. Brother Cover sailed in the engine department as a chief electrician and upgraded his skills at the Lundeberg School. From 1939 to 1946, he served in the U.S. Marine Corps. A resident of Rocky Mount, N.C., he began receiving his pension in November 1983.

ANACLETO DELGADO



Pensioner Anacleto Delgado, 88 died November 1, 1998. He started his career with the SIU in 1946 in the port of New York. A native of Puerto Rico, he sailed in the deck department. During his career, he was active in union organizing drives. Brother Delgado resided in Rio Piedras, P.R. and retired in December 1975.

LAURI A. EDSTROM



Pensioner Lauri A. Edstrom, 85, passed away October 17, 1998. Brother Edstrom began sailing with the Seafarers in 1944 from the port of Galveston, Texas. Born in Finland, he worked in the steward department as a chief cook. During his career, he was active in union organizing drives. A resident of Finland, he began receiving his pension in September 1975.

EDWIN M. FELKER

Pensioner Edwin M. Felker, 71, died November 10, 1998. Born in Georgia, he joined the SIU in 1947 in the port of New Orleans. Brother Felker sailed in the steward department and upgraded to chief cook at



the Lundeberg School. From 1953 to 1955, he served in the U.S. Army. He was a resident of Brandon, Fla. and retired in January 1987.

BENJAMIN E. FOWLER



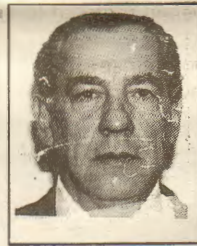
Pensioner Benjamin E. Fowler, 78, passed away October 27, 1998. A native of Georgia, he began sailing with the Seafarers in 1968. Brother Fowler worked in the deck department, last sailing aboard the *Ogden Leader*, operated by Ogden Marine, Inc. A resident of Cumming, Ga., he started receiving his pension in August 1986.

LUIGI GALLO



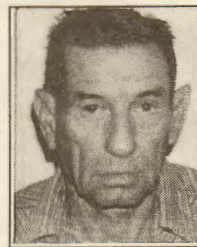
Pensioner Luigi Gallo, 84, died October 20, 1998. Brother Gallo was a charter member of the SIU, having joined the union in 1938 in the port of New York. Born in Maine, he sailed in the deck department and was active in union organizing drives. A resident of Chickasaw, Ala., he retired in October 1977.

FRANCISCO A. GONZALEZ



Pensioner Francisco A. Gonzalez, 75, passed away October 17, 1998. He joined the Seafarers in 1948 in the port of Baltimore. A native of Puerto Rico, he sailed in the steward department and started receiving his pension in December 1986. Brother Gonzalez resided in Arecibo, P.R.

PAUL C. GUILLORY



Pensioner Paul C. Guillory, 79, died October 10, 1998. He began sailing with the SIU in 1957 from the port of Lake Charles, La. Brother Guillory worked in the engine department, first sailing aboard the *Bents Fort*. He was a veteran of World War II, having served in the U.S. Army, from 1941 to 1945. A native of Louisiana, he retired to Mamou in July 1984.

SATURNINO HERNANDEZ



Pensioner Saturnino Hernandez, 79, passed away November 9, 1998. A native of Puerto Rico, he joined the Seafarers in 1943 in the port of New York. His first ship was the *John McDonogh*, operated by Waterman Steamship Corp. During his career, he sailed in the deck department and was active in union organizing drives. Prior to his retirement in August 1981, Brother

Hernandez signed off the *San Pedro*, a Sea-Land Service vessel. He was a resident of Aguadilla, P.R.

PAUL JAKUBCSAK



Pensioner Paul Jakubcsak, 80, died October 17, 1998. He joined the SIU in 1942 in his native New York. Brother Jakubcsak sailed as a chief steward and began receiving his pension in December 1965. He was a resident of Flushing, N.Y.

RAYMOND K. KIRBY



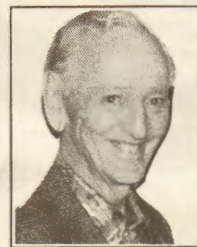
Pensioner Raymond K. Kirby, 83, passed away October 16, 1998. Born in Oklahoma, he began his career with the Marine Cooks and Stewards (MC&S) in 1953 from the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A resident of Daly City, Calif., Brother Kirby retired in March 1978.

BRADFORD L. MACK



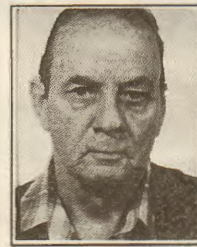
Bradford L. Mack, 50, died October 20, 1998. Brother Mack graduated from the Lundeberg School's entry level training program in 1966 and joined the Seafarers in the port of Mobile, Ala. His first ship was the *Tamara Guilden*. He sailed in the steward department as a chief cook and was a resident of Long Beach, Calif. The Alabama native served in the U.S. Army from 1969 to 1971.

DISCORO MILITAR



Pensioner Discoro Militar, 98, passed away September 28, 1998. A native of the Philippines, he started his career with the SIU in 1943 in the port of New York. Brother Militar sailed as a chief steward and began receiving his pension in December 1973. He lived in Hercules, Calif.

HERBERT A. MILLARD



Pensioner Herbert A. Millard, 71, died October 15, 1998. He joined the Seafarers in 1964 in the port of Houston. His first ship was the *Niagara*, operated by Sea Transport Inc. The Ohio native sailed in the engine department and retired in August 1990. Brother Millard was a resident of San Francisco. From 1944 to 1946, he served in the U.S. Navy.

EDWARD G. MITCHELL

Pensioner Edward G. Mitchell, 71, passed away November 6, 1998. Born in Massachusetts, he started his



career with the SIU in 1967 in the port of Wilmington, Calif., sailing in the engine department. Brother Mitchell served in the U.S. Navy from 1944 to 1946. A resident of Canby, Ore., he started receiving his pension in September 1992.

NORMAN OKRAY



Pensioner Norman Okray, 77, died October 25, 1998. Brother Okray joined the Seafarers in 1943 in the port of New York. A native of Michigan, he sailed in the deck department. He was a resident of Baltimore and began receiving his pension in March 1982.

WOODROW W. REID



Pensioner Woodrow W. Reid, 83, passed away October 30, 1998. The South Carolina native started his career with the SIU in 1944 in the port of Baltimore. He sailed in the steward department and retired in August 1979. Brother Reid made his home in Mt. Juliet, Tenn.

LINDA L. SCHELL



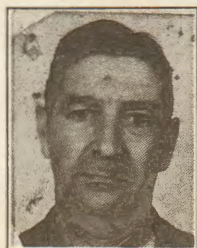
Linda L. Schell, 48, died August 24, 1998. Sister Schell began sailing with the Seafarers in 1987 from the port of Houston. Born in Oregon, she worked in the steward department and upgraded at the Lundeberg School, where she graduated from the steward recertification program in 1990. She was a resident of Kent, Wash.

HARRY N. SCHORR



Pensioner Harry N. Schorr, 86, passed away September 26, 1998. He joined the SIU in 1953 in the port of New York. During his career, he sailed in the steward department and was active in union organizing drives. A veteran of World War II, he served in the U.S. Army from 1943 to 1946. A resident of Hemet, Calif., Brother Schorr began receiving his pension in March 1977.

FREDERICK WHIPP



Pensioner Frederick Whipp, 86, died October 31, 1998. Brother Whipp started his career with the Seafarers in 1956 in the port of Baltimore. A native of Maryland, he sailed in the engine department and attended an educational conference at the Lundeberg School in 1970. He was a resident of Baltimore and retired in January 1978.

PATRICK T. WILKINSON

Pensioner Patrick T. Wilkinson, 70, passed away November 24, 1998. Born in Missouri, he joined the SIU in 1967 in the port of St. Louis. Starting out in the inland division, he later transferred to deep sea vessels. Brother Wilkinson sailed in the deck department and began receiving his pension in February 1990. He lived in Paducah, Ky. From 1945 to 1951, he served in the U.S. Navy.

INLAND

WALTER L. BLUME

Walter L. Blume, 48, died September 23, 1998. A native of Texas, he first sailed with the SIU in 1989. Boatman Blume sailed as an engineer, primarily aboard vessels operated by G&H Towing. He was a resident of Galveston, Texas.

WILBERT W. MAIN



Pensioner Wilbert W. Main, 56, died November 6, 1998. A native of North Carolina, he began his career with the Seafarers in 1960 from the port of Norfolk, Va. Boatman Main last sailed as a captain. A resident of Blounts Creek, N.C., he started receiving his pension in December 1992.

JOHN L. SANBORN



John L. Sanborn, 58, passed away September 22, 1998. Born in New York, he joined the SIU in 1995 in the port of Houston. He sailed as a tugboat captain and upgraded frequently at the Lundeberg School. From 1961 to 1964, he served in the U.S. Army. Boatman Sanborn lived in Eatontown, N.J.

GREAT LAKES

EDWARD W. BRINK



Edward W. Brink, 69, passed away September 1, 1998. Brother Brink joined the Seafarers in 1959 in the port of Duluth, Minn. He sailed as a member of the engine department. The Ohio native served in the U.S. Army from 1947 to 1950. Brother Brink was a resident of Clyde, Mich.

TERRANCE W. HENRETTA



Terrance W. Henretta, 58, passed away October 27, 1998. Brother Henretta joined the Seafarers in 1971 in the port of Detroit. A native of Pennsylvania, he sailed in the deck department. From 1959 to 1964, he served in the U.S. Marine Corps. He was a resident of Belleville, Mich.

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.

MAERSK TEXAS (Maersk Line), July 19—Chairman **John M. Zepeda**, Secretary **Donna M. DeCesare**, Educational Director **Dan Gibbons**, Deck Delegate **Joseph Sauzek**, Steward Delegate **Pablo Alvarez**. Chairman announced payoff in Charleston, S.C. July 21. Secretary advised crew members to help keep ship clean by returning dishes to galley and being careful with dirty shoes. Educational director stressed importance of upgrading at Lundeberg School in Piney Point, Md. Treasurer announced \$224 in movie fund but noted that with such short port time, movies have not been purchased recently. He will try to buy some this trip. No beefs or disputed OT reported in deck or steward departments. Engine delegate requested clarification of crane overtime to eliminate future problems. Crew requested information on outcome of contract negotiations. Question raised regarding supper relief for helmsman. Larger ice machine needed; alternatively, individual refrigerators needed in each room. Next port: Freeport, Bahamas.

SEA LION (Crowley American Transport), August 17—Chairman **Don Hamrick**, Secretary **Patton L. Caldwell**, Educational Director **Richard Hannon**. Chairman reminded crew of necessity of paying dues. He also reminded everyone to take time to ensure working spaces are clean, orderly and safe. Allowing clutter to build up without corrective action will, at some point, endanger safety of those aboard vessel. Special care should be given when using hand tools. Educational director urged eligible crew members to take advantage of upgrading courses available at Paul Hall Center. Captain will purchase movies for crew; is accepting requests. Several beefs reported which were resolved at meeting. Next port: New York.

OVERSEAS NEW YORK (Maritime Overseas), September 26—Chairman **J. Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **Edward Self**, Deck Delegate **Ray Shinpoch**. Chairman announced payoff in Richmond, Calif. September 29. Steward asked crew to exercise more caution when walking around ship with cups of coffee. Crew requested ice machine for crew mess since galley to be kept locked at night. Educational director encouraged members to apply for upgrading courses at Piney Point to increase skills and be up-to-date on new required courses. He also reminded everyone to get training record books (TRBs) as soon as possible. Thanks given to first engineer, who donated money to ship's movie fund. No beefs or disputed OT reported. Deck department thanked SIU Apprentice **Kevin McCardell** for doing great job on deck during his month with them, and steward delegate noted apprentice is now with them and has also been doing great job. Clarification requested on penalty work (rest periods) for deck day workers on port watches. Crew also requested clarification on how to handle situation when someone ships out and gets noti-

fied after joining vessel that he got accepted into course at Piney Point and needs to report to school for class after only month or two after signing on. All members asked to keep noise down on deck and not slam doors since there is always someone off watch trying to sleep. Thanks given to steward department for good food. Thanks also given to new DEU, **Guy Leary**, for great job. Next ports: Ferndale, Wash. and Richmond.

SEA-LAND NAVIGATOR (Sea-Land Service), September 13—Chairman **Werner Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Daniel Dean**, Deck Delegate **Gregorio C. Cudal**, Engine Delegate **Benny A. Orosco**. Chairman stated payoff to take place September 18 in port of Tacoma, Wash. Crew members advised to keep room doors locked while in port and have set of linen ready for replacement personnel. Educational director urged everyone to put in application for upgrading courses at Lundeberg School. No beefs or disputed OT reported. Report from headquarters announced largest fire fighting school in country dedicated to marine-related fires to be built in Piney Point. It is scheduled to open in 1999 and will be named in memory of former Vice President **Joseph Sacco**. Suggestion made to reserve one washing machine for greasy clothing and one for regular laundry. Vote of thanks given to steward department for good meals. Next ports: Tacoma; Oakland, Calif.

SEA-LAND PACIFIC (Sea-Land Service), September 27—Chairman **Lothar Reck**, Secretary **Richard Paulson**, Educational Director **E.B. Ferreira**, Deck Delegate **Julius C. Udan**, Steward Delegate **Thomas Gingerich**. Chairman reminded crew members that TRB is needed to ship. He noted that while shipping has been fairly good, union needs to keep ever vigilant in order not to lose jobs. One way to help is by contributing to SPAD. Educational director added that upgrading skills at Lundeberg School is another way to keep union strong. Treasurer announced \$182 in movie fund and \$254 in ship's fund. No beefs or disputed OT reported. Everyone asked to continue to do good jobs.

LIBERTY SPIRIT (Liberty Maritime), October 11—Chairman **Reginald Watkins**, Secretary **Albert Coale Jr.**, Educational Director **J. Badgett**, Deck Delegate **Ron G. Owens**, Engine Delegate **Guadalupe Campbell**, Steward Delegate **Peter L. Crum**. Chairman reminded crew members of payoff October 17 and asked all those getting off to make sure rooms are ready for replacements, dirty linen put in bags and all dishes and silverware returned to galley. Secretary noted upgrading at Paul Hall Center can help Seafarers comply with various new regulations impacting mariners. No beefs or disputed OT reported. Suggestion made to reduce number of days required for retirement.

MAERSK CALIFORNIA (Maersk Line), October 20—Chairman **Nathaniel A. Allin**, Secretary **Elena R. Curley**, Educational Director **Floyd Acord**, Deck Delegate **Eugenio S. deSousa**, Steward Delegate **S. Suraredjo**. Chairman passed on message from Maersk Lines that, as of August 1998, unlicensed personnel welding on board ship will receive penalty rate. He thanked crew for outstanding job and asked everyone to help keep ship clean—"it's always easier when everyone chips in." Secretary asked members to turn in bedding before arrival in Charleston, S.C. for laundry service. Educational director stressed need to obtain TRBs. He also handed out upgrading applications for Piney Point courses. Treasurer announced \$22 in ship's fund. Anyone wishing to contribute to fund for future purchase of movies is welcome to do so. No beefs or disputed OT reported. Discussion held on articles in LOG, including President's Report and status of Ready Reserve Fleet. Many crew members had served on prepositioning ships in past. Inquiries made regarding allotments as well as collection of unemployment benefits to be sent to contracts department. Crew requested steward department to order new pillows and shower curtains. Brother deSousa worked with captain on purchase of gym equipment. The weights should be in Charleston upon arrival. Hearty cheer given to steward department, "which is by far the best any of us has had the pleasure to sail with. We all have to call Weight Watchers before vacation." Next ports: Rotterdam, Holland; LeHavre, France; and Miami.

OVERSEAS VIVIAN (Maritime Overseas), October 2—Chairman **Robert Zepeda**, Secretary **Matthew Scott**, Educational Director **M. W. Roberson**, Deck Delegate **Stanley Williams**, Steward Delegate **Louis C. Johnson**. Chairman announced payoff in Lake Charles on or about October 6. New crew lounge furniture now aboard ship. Crew members encouraged to check z-cards for expiration and obtain TRBs in order to continue sailing. Secretary reminded everyone payoff cannot occur until patrolman settles all beefs. Educational director recommended upgrading at Piney Point to increase job skills. Some disputed OT reported in deck department. None reported by engine and steward delegates.

ROBERT E. LEE (Waterman Steamship), October 12—Chairman **Eugene T. Grantham**, Secretary **Miguel A. Pabon**, Educational Director **Keith L. Jordan Jr.**, Engine Delegate **L. Craig**. Chairman noted good trip with payoff in New Orleans. Question raised about payment for Paul Hall holiday. No beefs or disputed OT reported. Response received from headquarters regarding previous question on retirement. Suggestion made that DEUs rotate weeks in engine and deck departments. Crew requested cable for TV in crew quarters. Also asked that air conditioner in crane be insulated to prevent seepage of gas from stacks. Next ports: Morehead City, N.C. and New Orleans.

SEA-LAND CHALLENGER (Sea-Land Service), October 11—Chairman **Roy Williams**, Secretary **Donna Jean Clemons**, Educational Director **Sellers T. Brook**, Deck Delegate **John T. Emrich**, Engine Delegate **Rebecca Gaytan**, Steward Delegate **Joseph F. Laureta**. Chairman told crew members of his vacation following payoff in Long Beach, Calif. on October 15. Secretary reported \$40-

in movie fund after purchase of three new videos. Educational director urged crew members to take advantage of facilities at Lundeberg School for upgrading skills and wages. He also reminded them of necessity of applying for TRBs. No beefs or disputed OT reported. Steward department thanked for good meals and clean ship. Next port: Oakland, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), October 3—Chairman **M. Rivera**, Secretary **Franklyn Cordero**, Educational Director **Frank Berner**, Engine Delegate **Jose E. Villot**, Steward Delegate **Robert T. Arana**. Bosun reminded all crew members to work as safely as possible in port and at sea and to separate garbage

same day. He asked those getting off ship to get clean linens for replacement personnel and reminded crew members to keep doors locked in port. Secretary thanked chief cook for preparing fresh tuna in Guam. Educational director stated importance of upgrading at Paul Hall Center to fill union jobs and earn better pay. No beefs or disputed OT reported. Chairman read President's Report in LOG to crew members and discussed trouble spots around globe and importance of maintaining U.S.-crewed, U.S.-flagged merchant fleet. Vote of thanks given to steward department for well-prepared meals. Next ports: Tacoma, Wash. and Oakland, Calif.

Pushing Education With Each Meal



Ovidio Crespo, who sails as a cook aboard the *Sam Houston*, serves up another delicious meal to his fellow crew members. Crespo notes that the master and crew on the Waterman Steamship vessel thanked the galley gang for a job well done this voyage. In addition to his cooking role, Crespo is an advocate for the Lundeberg School in Piney Point, Md., stressing the need for all Seafarers to continue their education by upgrading their skills--for their job security and for the future of the union.

from regular trash in order to comply with new ocean dumping laws. He also noted importance of getting TRBs to continue sailing. Secretary stated vessel rerouted to Jacksonville, Fla., San Juan, P.R. and Rio Haina, Dominican Republic to help with hurricane relief efforts. Educational director stressed importance of donating to SPAD and upgrading at Piney Point. No beefs or disputed OT reported. Crew members thanked SIU President Michael Sacco for job security, especially in military field. Vote of thanks given to steward department for fine job. Next port: Jacksonville.

SEA-LAND EXPLORER (Sea-Land Service), October 20—Chairman **Edward M. Cain**, Secretary **William Burdette**, Educational Director **Ramona P. Gayton**, Deck Delegate **James D. Morgan**, Engine Delegate **Jesus Pilare**, Steward Delegate **Abdul Gabar H. Ahmed**. Secretary noted that, while in Shanghai, unauthorized people (mainly Chinese dock guards) have been entering house unescorted for food and juice. Educational director stated clarification needed on who should sign off on TRBs. Treasurer announced \$550 in ship's fund. No beefs or disputed OT reported in deck and steward departments. Engine delegate noted some disputed OT regarding rate for burning trash. Steward delegate also reported on death of Chief Cook (and good friend) **Bradford Mack**. Collection to be taken up for family of Brother Mack. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), October 18—Chairman **Werner Becher**, Secretary **Lynn N. McClusky**, Educational Director **Edmond Hawkins Jr.**, Deck Delegate **Gregorio C. Cudal**. Chairman announced good trip; crew worked well together. Arrival in Tacoma expected October 23 with payoff

SEA-LAND RELIANCE (Sea-Land Service), October 4—Chairman **Lance X. Zollner**, Secretary **Jill M. Prescott**, Educational Director **Lorance Pence**, Deck Delegate **Dennis J. Goodwin**, Engine Delegate **William E. Cassel**, Steward Delegate **Edward J. Rue**. Chairman reported good voyage with plenty of quality work being performed. Secretary thanked crew for helping keep living spaces and common areas clean. Educational director reminded crew members to turn in TRBs for mate to sign off on drills, training, etc. LOG has articles on procedures for using TRBs. No beefs or disputed OT in deck and steward departments. Some disputed OT reported in engine department. Requests made to keep laundry room door closed when doing laundry at night and keep volume down on TV during meal hours. Bosun suggested double-bagging plastic trash for more sanitary conditions. Vote of thanks given to steward department for job well done.

STONEWALL JACKSON (Waterman Steamship), October 11—Chairman **Ramon Castro**, Secretary **Claude C. Hollings III**, Educational Director **M. B. Santos**. Chairman informed crew members of STCW requirements, including fire fighting, fire prevention, first aid and personal safety/social responsibilities. TRBs also needed in order to register to ship. Educational director advised going to Piney Point to upgrade skills and earn more money. He also stressed importance of keeping SIU on top by contributing to SPAD. Treasurer announced \$750 in ship's fund. No beefs or disputed OT reported. Recommendation to reduce amount of sea time needed for retirement to be sent to contracts department. While in Suez Canal, everyone asked to keep doors closed. Vote of thanks given to steward department for good work. Next port: New Orleans.

**SUMMARY ANNUAL REPORT
FOR GREAT LAKES TUG AND DREDGE PENSION PLAN**

This is a summary of the annual report for the Great Lakes Tug and Dredge Pension Plan, EIN 13-1953878, Plan No. 003, for the period January 1, 1997 through December 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statements

Benefits under the plan are provided through a trust fund. Plan expenses were \$1,439,884. These expenses included \$184,141 in administrative expenses and \$1,255,743 in benefits paid to participants and beneficiaries. A total of 567 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 \$24,527,804 as of December 31, 1997, compared to \$22,322,968 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$2,204,836. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$3,644,720, including employer contribution of \$239,143, employee contributions of \$27,851, realized gains of \$682,693 from the sale of assets, and earnings from investments of \$2,695,033.

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. transactions in excess of 5 percent of plan assets;
4. service provider and trustee information; and
5. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charges to cover copying costs will be \$2.80 for the full report, or 10 cents 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 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 (Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746-4211) and at the U.S. Department of Labor (DOL) in Washington D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington DC 20210.

**SUMMARY ANNUAL REPORT
FOR SEAFARERS MONEY PURCHASE PENSION PLAN**

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, EIN 52-1994914, Plan No. 001, for the period January 1, 1997 through December 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$26,472. These expenses included \$26,472 in administrative expenses. A total of 3,958 persons were participants in or beneficiaries of the plan at the end of the plan year.

The value of plan assets, after subtracting liabilities of the plan, was \$2,018,318 as of December 31, 1997, compared to \$568,467 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$1,449,851. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$1,476,323, including employer contributions of \$1,386,906, employee contributions of \$10,952, and earnings from investments of \$78,465.

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. transactions in excess of 5 percent of plan assets; and
4. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call Board of Trustees Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.60 for the full annual report, or 10 cents 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 (Board of Trustees Seafarers Money Purchase Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Seafarers' Families Join in Show Of Solidarity With Steelworkers



Seafaring wives (above right) arrived at the picket site in a multi-colored bus, complete with banners showing their views, and shared in their support for the striking Steelworkers.

As Seafarers joined the picket lines in support of Steelworkers Local 7945 in Tacoma, Wash. recently, many were accompanied by their wives and other family members.

Arriving at the picket site in a multi-colored bus bearing banners reading "Women Supporting Unions," the group helped carry signs protesting Kaiser Aluminum's treatment of the Steelworkers and provided welcome snacks throughout the day for the picketers.

Kaiser Aluminum wants to cut employment levels at all five of its plants (two in Spokane, Wash. and one each in Newark, Ohio; Tacoma, Wash. and Gramercy, La.), including 32 jobs at the Tacoma site. The company also wants the right to contract out hundreds of other jobs. Under Kaiser's new proposal, wages, pensions and health insurance benefits would not conform to industry standards (like those at Alcoa or Reynolds). Additionally, Kaiser's proposal of a five-year contract would lock the Steelworkers into a substandard agreement with no hope of improvement.

Giving Support and Java, Too!



Chief Steward Scott Opsahl (second from left) of Tacoma, Wash. shows his support for the striking Steelworkers by donating coffee and services from his mobile espresso van which he built in between tours of duty. "It definitely takes the edge off the picket line," says Opsahl, as he pours a hot double mocha grande for a brother Steelworker.

Opsahl, a member since 1980, started his SIU career as a waiter aboard the *SS Independence*. He attributes his perfect scores with the countless health inspectors throughout Washington state to the upgrading program at Piney Point, Md., which emphasizes sanitation.

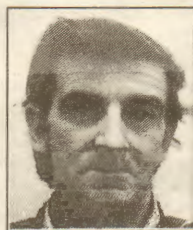
Opsahl, who traded in his beer mug for a thermal coffee cup two years ago, also thanks the union's ARC program for helping him. Besides county fairs, festivals and Harley-Davidson events, he also offers his services to the United Way and other non-profit organizations, donating to them a percentage of his gross sales.

With him in the above photo are Skip Prior (an AFSCME representative who is documenting the U.S. labor movement) and some of the camera crew filming the picket and striking Steelworkers.

Pensioners

Continued from page 17

INLAND



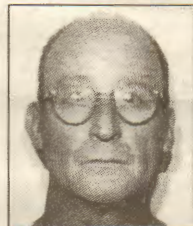
CHARLES R. CHARNOCK, 62, first sailed with the Seafarers in 1970. The Virginia native upgraded his

skills at the Lundeberg School and graduated from the towboat operators program in 1973. Boatman Charnock sailed as a captain, primarily with Piney Point Transportation and last signed off the *M. Jeanne Dudley*. He makes his home in Tangier, Va.

ENRIQUE CLEMENTE, 49, joined the SIU in 1979 in Puerto Rico.



Born in New York, he sailed in the deck department and upgraded his skills at the Lundeberg School. Boatman Clemente sailed primarily aboard Crowley Towing & Transportation Co. vessels. He has retired to Rio Piedras, P.R.



JIMMIE L. CRABTREE, 54, started his career with the Seafarers in 1977. A native of California, he sailed in the deck department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *Valour*, a Maritans vessel. He served in the U.S. Navy from 1963 to 1967. Boatman Crabtree calls Tampa, Fla. home.

WILLIAM P. DANIEL, 56, joined the SIU in 1967. Born in Virginia, he sailed as a captain and upgraded at the Lundeberg School. Prior to his retirement, he signed off the tug *Sea Tern*, operated by Allied Towing Co. Boatman Daniel makes his home in Chesapeake, Va.

THOMAS B. HANN, 65, began sailing with the Seafarers in 1980 from the port of Wilmington, Calif.



Boatman Hann worked as an engineer, last sailing aboard the *Spartan*, a

Crowley Towing & Transportation Co. vessel. From 1953 to 1955, he served in the U.S. Army. A native of Massachusetts, he has retired to Plymouth.



RALPH V. HUGHES, 62, first sailed with the SIU in 1957. Boatman Hughes sailed in the engine department. Prior to

his retirement, he last sailed aboard a Moran Towing Co. vessel. The New Jersey native makes his home in Pennsauken.

RICHARD B. JERVAS, 65, started his career with the Seafarers in 1980 in the port of Philadelphia.



Born in New Jersey, he started out in the steward department and later transferred to the deck department. Boatman Jervas last sailed aboard a Crowley Towing & Transportation Co. vessel. From 1953 to 1956, he served in the U.S. Marine Corps. He calls Camden, N.J. home.

Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

Carnival Cruise Ships Still Don't Get It

I finally saw a news brief about the results of the National Transportation Safety Board's findings and recommendations to the Carnival Co. after their near disaster July 20.

The bold type heading simply stated, "Cruise ships urged to clean laundry vents." That was three months ago. It is a moot point.

What needs to be addressed is the attitude and arrogance of the Carnival officials during the ship's fire. Does a piece of paper confirming their vents are clean give them *carte blanche* privileges to begin cruises again? Did the board forget the evasive and disingenuous communication from the captain to the Coast Guard? Some sources indicate that had they entered international waters, they would have

ignored any outside intervention.

Thanks to the tenacity of the U.S. Coast Guard, a potentially volatile situation was averted. If it were not for the seriousness of the situation, cleaning vents would be considered a joke.

What of passengers' complaints about the lack of communication? The last thing a passenger needs, when querying the ever-condescending cabin person about a smoke-filled room, is a bow from the waist, a toothy grin and a blank stare.

Anthony Notturmo
Villas, N.J.

A Different Perspective On Keeping Jones Act

The letter below was written in response to a letter to the editor which appeared in the October 27, 1998 edition of *The Wall Street Journal*. That letter follows.

Dear Mr. Boudreaux,

Not knowing the exact nature of your business nor the motivation behind your letter to *The Wall Street Journal* on scuttling the Jones Act, I will nonetheless try to express a different perspective toward its preservation.

I work as a second mate/barge captain for one of the largest movers of petroleum products on the eastern seaboard. Along with seven other crew members, most of us performing two jobs, we work a large seagoing tug and barge unit (200,000 bbls) that operates seven days a week, 365 days a year. We deliver our products—gasoline, jet fuel and home heating oil—safely, efficiently and at a reasonable cost to the consumer as reflected by the low prices at the pump.

Our U.S.-flag vessels are well maintained, make periodic visits to U.S. shipyards for overhauls, and we follow all the U.S. Coast Guard's regulations for a safe, responsible operation. The same could not be said if substandard foreign vessels with ill-trained polyglot crews were allowed into the trade. It is true we cannot compete with Chinese or Filipino seamen making a couple of hundred dollars a month, but I don't think we should have to. Doing that would be comparable to the Foundation for Economic Education firing you and bringing in a third world guy as president solely because he would work for \$500 a month, plus room and board.

Our system works fine as it stands, not only generating jobs for U.S. workers, but also putting lots of money into the U.S. economy and keeping the lifeblood (petroleum) of the nation flowing in a consistent, safe and economical way.

Harry T. Scholer
Orlando, Fla.

The following is the letter in *The Wall Street Journal* to which Brother Scholer responded.

Maritime Administrator Clyde Hart's defense of the Jones Act is internally inconsistent (Letters to the Editor, Oct. 21). He begins by asserting that protecting the U.S. maritime fleet is necessary because of this fleet's importance to national security. Presumably, without the trade protection provided by the Jones Act, our fleet's size would dangerously shrink. But Mr. Hart ends by trumpeting the great economic efficiencies of our current fleet.

If American flagships are as efficient as Mr. Hart reports, then they need no protection from foreign ships. Indeed, the greater competition promised by repealing the Jones Act would generate even greater efficiencies in U.S. shipbuilding and shipping.

Donald J. Boudreaux
President, Foundation for Economic Education
Irvington-On-Hudson, N.Y.

of North America was born in 1897 when it received a charter from the American Federation of Labor (AFL) to organize "every wage earner from the man who takes the bullock at the house until it goes into the hands of the consumer." The Meat Cutters merged with the Retail Clerks International Union in 1979 to form the UFCW.

27 Samuel Gompers, the first president of the AFL, was born in 1850 in London, England. He emigrated to the U.S. as a youth. A cigarmaker by trade, Gompers received some of the education that shaped his approach to unionism through his work on the shop floor. The core leadership of the trade union movement built in the 1880s came from similar groups of politicized workers.

had finished the rattlesnake, the toad, the vampire. He had some awful substance left with which He made a scab. A scab is a two-legged animal with a cork-screw soul, a water-logged brain, a combination backbone of jelly and glue. Where others have hearts, he carries a tumor of rotten principles."

15 Dr. Martin Luther King, Jr.'s birthday, in 1929. In addition to his contribution to the civil rights movement of the 1950s and 1960s, King was an earnest crusader for labor, particularly municipal and hospital workers.

17 Ralph Chapin published the famous labor anthem "Solidarity Forever" in 1915.

26 The Amalgamated Meat Cutters and Butcher Workmen

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On His Way Up



Jeff Lagana recently attended the Lundeberg School in Piney Point, Md. to earn his AB rating. While there, he also received three college credits for successfully completing all requirements for English 102: English Composition and Literature, a course that emphasizes development of analytical and essay-writing skills. A Maryland native, Lagana was a graduate of the first class in the new unlicensed apprentice program at the school. Before returning to the school to upgrade, he sailed on an LNG ship carrying liquefied natural gas from Indonesia to Japan. Presenting Lagana with his certificate of completion is his instructor, Joan I. Miles, Ph.D.

Labor CALENDAR



January

2 The Industrial Workers of the World was founded in Chicago in 1905. Known as "Wobblies," these advocates of revolutionary unionism believed that only by building "one big union" could the workers of the world combine to overthrow the management class.

12 Novelist Jack London's birthday, in 1876. This excerpt is ascribed to the author: "After God

Lundeberg School Graduating Classes



**SEAFARERS
HARRY LUNDEBERG SCHOOL
LIFEBOAT CLASS**
Trainee Water Survival Class 582—Graduating from trainee lifeboat class 582 are (from left, kneeling) Timothy Bixby, Arturo Ybarra Jr., Dennis Wilson, Nabil Ahmed, (second row) Aaron Thomas, Roger Steward, Thomas Larusso, Clifton Doonis and Ben Cusic (instructor).



QMED—Completing their QMED training on November 13 are (from left, front row) Steve Ondreako, Jeffrey Fields, Michael Birke, Troy Williams, Clarence Ritchie, (second row) Robert Rogers, Randolph Patterson, Lothar Wick, James T. Beatty, Keith T. Adams and Drew Brown.



Basic Firefighting—Upgrading graduates of the September 25 basic firefighting class are (from left, kneeling) Clarence Fortt, Abdul Alawy, Ali Akmar, William L. Mohica Jr., Josef Wouthuyzen, Wilton F. Caballero, (second row) Jesse A. Osborne, Tomas C. Robinson, Abdulhoma Mosa, Sergio Rojas, John Bulawan, Elpidio A. Toyco and Stormie Combs (instructor).



Advanced Firefighting—Upgrading SIU members completing the advanced firefighting course on October 24 are (from left, kneeling) Alan Hollinger, Gustavo Osorio, Robert Pesulima, Domingo Barroga Jr., Philip Parisi, James Shepard, (second row) Harry Galdeira, Wan Salim, Emmanuel Wabe, Gabriel Arhin, Stormie Combs (instructor), (third row) Bryan Bush, Walter R. Seals, Stephen Swinton and Paul Curtis.



FOWT—Earning their FOWT endorsements on October 30 are (from left, kneeling) Jason A. Strickler, Michael Pierce, Jeffrey Ryan, David Dehart, William Young, (second row) Keith Manzano Jr., Joshua Ryan, Adam Ippolito, Robert McMurray, (third row) Leporte Jasper, Jermaine Love, Yakov Shubov, Myron Spivey, Levi E. Rollins, (fourth row) Glenn Wilkerson, Charles McGinnis, Timothy Flynn, Bill Romig, Mark Jones (instructor) and Jerome Schober.



Able Seaman—Marking their graduation from the able seaman class on October 29 are (from left, kneeling) James Pierce, Romeo Macaraeg, Anthony Townes, Robert Jewell, Tom Gilliland (instructor), (second row) Matthew Voumard, Dave Poree, James Nottingham, Maronda Jackson, Anthony Simon, Steven Manning, Harry D. Williams Jr., (third row) Jerry Martinsen, John Mullett, Joshua Morris and Tyron Dorch.



Advanced Firefighting—Receiving their certificates of completion from the advanced firefighting course on October 2 are (from left, kneeling) David Salentre, Younis Saleh, Ali H. Ali, Rogelio Buenconsejo, Derek E. Ponamsky, (kneeling, second row) Gene Legate, Ahmed M. Saleh, Avila Cesar, Jeremie Riehm, Troy D. Banks, (third row) Chance Gould, Keith Finnerty, Mike Sleeper, Carl Montoya, Norberto M. Vera, Timothy Taylor, John McClinton, Kenneth McGregor, (fourth row) Anthony Hammett (instructor), Walter Ratcliffe, Sidney Whitaker, Joe Turocy and Robert Grove.



Tanker Assistant DL—Receiving their graduation certificates for completing the tanker assistant DL course on November 27 are (from left, kneeling) Mark McNabb, Robert Rocanelli, Walter S. Harris, Gayl Payton, Lorie Christmas, (second row) Jennifer R. Cronin, John Conn, Michael Brown, Dennis S. Adjetye, Walter R. Seals, (third row) Jim Shaffer (instructor), Michael Hester, Charles Abell, Ron Lupinacci, Erik Haik and Steve Cluff Jr.



LNG Recertification—Graduating from the LNG recertification class on October 28 are (from left, first row) Gustavo Osorio, Maurice Baptiste, Robert Pesulima, Domingo Barroga Jr., Emmanuel Wabe, Gabriel Arhin, Russ Levin (instructor), (second row) Philip Parisi, James Shepard, Walter R. Seals, Wan Salim, Bryan Bush, Stephen Swinton and Paul Curtis.

LUNDEBERG SCHOOL 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in January and running through April 1999 at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 11 April 5	February 19 May 14
Radar Observer/Unlimited	March 1	March 12
Radar Recertification (one day)	March 12	
Automatic Radar Plotting Aids (ARPA)	March 15	March 19
Bridge Management	March 22	April 2

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 11	February 19
QMED	January 25	April 16
Marine Electrical Maintenance I	March 8	April 16
Power Plant Maintenance	January 11	February 19
Welding	February 22 April 19	March 19 May 14

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11)	January 11, 18, 25, February 1, 8, 15, 22 March 1, 8, 15, 22, 29
Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11)	January 11, 25 February 8, 22 March 8, 22

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 22	May 3
Steward Recertification	February 1	March 9

Safety Specialty Courses

Course	Start Date	Date of Departure
Tanker Familiarization/ Assistant Cargo (DL)	January 11 February 15 April 12	January 30 March 6 May 1
Basic Firefighting	January 18 January 25 February 1 March 8 April 12	January 23 January 30 February 6 March 13 April 17
Advanced Firefighting	January 12 February 22 April 19	January 23 March 6 May 1
Government Vessels	February 1 March 1 March 22	February 19 March 19 April 9
Lifeboatman/Water Survival	January 25 February 22 March 22	February 6 March 6 April 3
STCW Basic Safety	February 8 February 22 March 29	February 12 February 26 April 2
Tankerman (PIC) Barge	March 15	March 20

Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	January 11	January 29
English as a Second Language (ESL) or Adult Basic Education (ABE)	January 25	March 5
High School Equivalency Program	January 12	April 2

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seatime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seatime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189. 1/99

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.



Summary Annual Reports
for Great Lakes Tug & Dredge Pension Plan
and
Seafarers Money Purchase Pension Plan
may be found on page 20.

U.S. Government Investigates, ITF Pact Aids Crew

Runaway-flag Champion Trader Explodes; 1 Killed

Editor's note: Accidents are commonplace aboard runaway-flag vessels, but there is something unusual about the recent explosion and oil spill involving the Champion Trader.

Namely, the fatal mishap aboard the Panamanian-flag ship took place in Louisiana waters, thereby providing a rare chance to quickly and thoroughly examine the catastrophe.

The following account explores the cause of the accident, the actual explosion and the subsequent happenings, including helpful intervention by the International Transport Workers' Federation.

The tale of the *Champion Trader* involves a reluctant, frightened group of crew members who did not want to work on a fuel line.

An explosion aboard the ship in New Orleans on October 29 killed one mariner and injured four because those same crew members relented and worked on that fuel line. The blast also caused a substantial oil spill.

Normally, it is difficult to pin responsibility for investigations and prosecution to a single nation because a runaway-flag vessel may be owned, operated and manned by individuals from different countries and registered in yet another nation.

For example the 20-year-old,



Whether viewed from close range (photo at left) or afar (above), the damage to the *Champion Trader* is extensive, including a 35-foot hole and a winch blown off its deck mounts. Cables were used to hold hull plates after the late October explosion aboard the runaway-flag vessel in New Orleans.

531-foot *Champion Trader* is owned by a Norwegian company, managed by a business in Denmark, insured with a Danish P&I club, and operates under the Panamanian flag. Its crew members at the time of the accident included a Swedish master; Yugoslav chief mate, chief engineer and first assistant engineer; and 20 Filipinos.

(By definition, runaway-flag ships, also known as flag-of-convenience vessels, are carriers operating under the flag of one nation, yet owned by a citizen or citizens of another country. Financially strapped nations sell the use of their flag to shipowners, who register tonnage in those countries in order to meet less stringent labor, safety, regulatory and tax standards than if that vessel were registered in the owner's resident nation.)

Since United States law requires that the U.S. Coast Guard investigate all marine casualties in domestic waters—no matter the country of the ship's registration—the agency is examining the *Champion Trader* incident.

This is also a tale of the benefits of collective bargaining agreements signed between the International Transport Workers' Federation (ITF) and the operators of runaway-flag vessels. The ITF campaign to improve the conditions aboard such ships has achieved thousands of those agreements between the federation of more than 500 transport unions from around the world (including the SIU) and their employers.

Explosion Rocks Ship

The mighty blast on the *Champion Trader* occurred at about 3:30 p.m., at the mouth of the Mississippi River. In seconds,

an explosion racked the Panamanian-flag ship, sending a fireball across the deck and leaving a giant 35-foot opening on the port side.

The Coast Guard investigating officer, Lt. Andy Norris, said the vessel looked like a torpedoed World War II ship.

SIU Recertified Bosun James Deano, who provided the photos accompanying this article, boarded the Norwegian-owned, Danish-managed vessel six days after the explosion. The nine-year SIU member said the damage was so extensive that, had the vessel been at sea, it would have perished.

ITF Inspector Dwayne Boudreaux, who also saw the ship after SIU-crewed tugs brought it upriver, said the explosion "shattered the windows all the way up in the wheelhouse and oil was all over the ship."

While visiting the vessel, Deano spoke to Allen Venzon, the ship's bosun, who told him the following: A cracked fuel line needed repair. The chief engineer showed the welder what to do. The welder refused because it was not safe. The chief insisted, telling the welder he does this all the time. After the chief's insistence, the welder proceeded. While the welder was working on the fuel line, the blast occurred.

Norris, noting that the Coast Guard's investigation is ongoing, said it appears either the chief engineer or the first assistant engineer "were the ones who controlled that evolution."

Bunker Tank Blows

According to Norris (the Coast Guard's Marine Safety Office/New Orleans casualty investigator assigned to this case), the vessel was scheduled to take on

bunkers as soon as it tied up. The crew believed that the hole in the fuel line, discovered three to five days earlier, would have delayed the process, hence the decision to weld.

Norris said the fuel line itself was intact after the explosion. "What blew was actually a port bunker tank about 10 feet away" from the fuel line, Norris said.

The port bunker tank is separated by a valve from the fuel line where the welding took place. Something happened that afternoon on October 29 that allowed an igniting substance—perhaps a spark or a flame—to travel into the fuel tank.

Norris noted, "Which begs the question: What was the condition of the valve? Was it left open? Had it worked itself open? Was it that it was defective? Did it not close properly because of lack of maintenance?"

Norris pointed out another area of concern: Why was a fuel line being welded in place? Prudent seamanship seemingly suggests removing that section of the fuel line, placing blank flanges at either end of the line left in place and conducting the welding in the engine room shop.

ITF Inspector Boudreaux, who met the injured crew members the night of the explosion at the hospital and the remaining crew the next night at their hotel, was told that the welding started the morning of the 29th and proceeded smoothly. Work on the fuel line began again after lunch. Soon thereafter the blast occurred.

One Dead, Four Injured

Engine Cadet Lagnayo Reynaldo died in the blast. He evidently was near the port break, Norris said. "He was apparently propelled into the overhead by the

force of the explosion. He died of apparent head injuries."

Welder/fitter Romeo Labapis's hands were burned; Marcelino Serviento, a wiper, suffered metal fragments in the face; and another crew member injured his back.

The New Orleans pilot who was navigating the vessel up the river stood on the port side of the bridge when the explosion's upward force caused him to suffer injuries to his right knee, left hand, elbow and shoulder, along with cuts to his face and glass in his right eye, according to Norris.

Fireball and Pollution

As fuel was low in the port bunker tank, there was sufficient vapor to cause an immense explosion, sending a fireball above and across the deck. But, Norris noted, there was not much of a fire, and no firefighting actions were necessary.

This may have been fortunate, said Deano. "While I was on board I saw the plastic potable water transfer hose in the fire station. That's not a fire hose and it shouldn't be used for fighting fires. As soon as that hose would be exposed to flames or laid on a hot deck, it would melt away or fall apart."

The blast's impact folded the deck from the site of the explosion—both forward and aft, Norris said. Bosun Deano noted that the impact blew off a line winch from its deck mounts.

The four tons of fuel in the port bunker tank spilled into the river. But the spill was exacerbated by 20,000 tons of palm and coconut oils from the number seven port wing cargo tank which poured into the water. That cargo tank is immediately forward of the site of the explosion. The lightness of the palm and coconut oils made cleanup difficult, taking more than a week.

The severe structural damage to the vessel rendered it unseaworthy. As the *Seafarers LOG* went to press, the vessel remained restricted to a facility in New Orleans, said Norris.

To Deano, the vessel looked like it had been dangerous from the start. "I'd have a problem leaving dock on that vessel because everything that I could see that is associated with safety was in despicable condition," he observed.

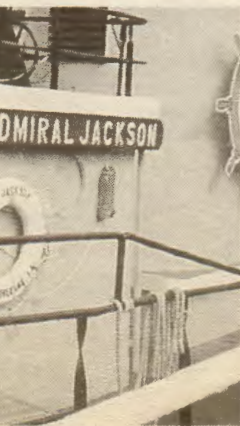
Continued on page 9



Recertified Bosun James Deano, who provided the photos accompanying this article, said of the runaway-flag *Champion Trader*, "Everything that I could see that is associated with safety was in despicable condition."



SIU boatmen from Crescent Towing helped move the *Champion Trader* following the accident. Pictured from left to right aboard the



Admiral Jackson are SIU Deckhands Jason Hughes and Bobby Milan, along with Captain Jack Donner. Shown aboard the *Glenn Smith*



are Captain Thomas White (in wheelhouse), Engineer James Flatman (standing at sign's left) and Deckhand John Phillips.