

# SEAFARERS LOG



Volume 57, Number 9

September 1995

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## President's Report

### Workers Lose With NAFTA

It didn't take long. Clearly, it appears that the labor movement's predictions that the North American Free Trade Agreement (NAFTA) would become more of a raw deal with each passing day were on the mark.

The losers in this tariff-removing trade deal between the United States, Mexico and Canada are workers and their families. The winners are the rich heads of multinational companies that own Mexican border plants exporting goods to the U.S. under the protection of NAFTA.



Michael Sacco

The AFL-CIO has closely monitored NAFTA's impact since it was enacted in January 1994. Extensive research by the American federation of trade unions spotlights NAFTA's cataclysmic effect on workers and the U.S. economy. Already, the U.S. Department of Labor has received petitions from 70,000 American citizens who are out of work because of NAFTA. And those are just the people who went through the process of applying for retraining benefits. Undoubtedly, many others whose jobs have been exported to Mexico haven't been counted.

As for claims that U.S. exports to Mexico have increased under NAFTA, they are nothing more than statistical fraud. The bottom line is that before NAFTA, America had a big trade surplus with Mexico. Since NAFTA, that surplus has become an \$8.58 billion deficit. So I say to NAFTA's supporters, don't insult the rest of us with your smoke and mirrors. You fail to acknowledge that, while NAFTA indeed has created some jobs for Americans, this country is losing a greater number of jobs because of NAFTA. It's a case of taking one step forward and three steps back.

Behind the statistics are Americans who suffer because of the corporate greed that narrowly propelled NAFTA into law. As one example, take the more than 4,000 workers who used to be employed at the Zenith Corp. television plant in Springfield, Mo.

According to longtime employees at the plant, the company during the 1980s strongly intimated that if workers didn't accept wage cuts and other reductions, the factory would be moved to Mexico. Since Zenith was one of the largest exporters of jobs to Mexico during the past 10 years, the workers in Springfield had every reason to believe the threat.

In 1987, those employees agreed to an 8.2 percent wage cut and a five-year contract extension. Four years later, Zenith informed the workers that 75 percent of them would lose their jobs due to a "consolidation" of operations to Mexico. In that same letter, a Zenith executive had the gall to assure the remaining workers, "There is a future for Zenith in Springfield."

This past February, Zenith—a prominent member of a pro-NAFTA corporate lobbying group—closed the plant and slithered off to Mexico.

It's important to realize that many of the displaced American workers from Zenith and other plants had held their jobs for years, some even decades. It's almost a sure

thing that if they do find new jobs, their pay and benefits won't compare to their previous levels. That means severe economic hardship for their families.

Mexican workers are suffering, too. With the combination of NAFTA and the meltdown of the peso, official estimates state that as many as 700,000 Mexican people have lost jobs. Literally tens of thousands of Mexican kids known as "street children" are either homeless or are put to work begging by their parents to bring home money.

The one area showing any robust economic growth is along the U.S.-Mexico border, where the maquiladora plants—notorious for their poverty-level wages and unsafe working conditions—have become Mexico's top cash generator. Most of the more than 2,100 export-to-the-U.S.-only border assembly plants are owned by Americans but are located on the Mexican side of the border. More plants are opening each week, and employment has swelled to more than 600,000.

Despite all evidence that NAFTA is a disaster, its supporters insist that by the year 2000, we will see jobs created. Stick around, they say. Just give it some more time.

Sorry, but those of us in the maritime industry know all about unfair foreign competition and its effect on U.S. employment. It only gets worse. We've been experiencing it—and warning of the dangers—since the end of World War II.

Ever since then, the U.S.-flag maritime industry has been fighting runaway-flag shipping. This plague hasn't gone away. In fact, it's gotten stronger. Today it affects not just the United States, but also other maritime nations like Japan, Norway and Germany.

In the '70s and '80s, steelworkers and other blue-collar employees felt a similar pinch as they watched their mills shut down because of cheap, exploited foreign labor. And now, NAFTA is causing more U.S. manufacturing plants to close as the devastation of America's industrial base continues.

As the SIU joins with our brothers and sisters throughout the American trade union movement in continuing the fight to revitalize this nation's blue-collar work force, remember that labor's opposition to NAFTA was not an opposition of fair trade. Rather, we maintained—then and now—that the only way free trade can be fair trade is if workers to have the right to protect themselves and to organize.

The right way to engage in free trade is to allow workers to have the ability to raise their standards. That's why the AFL-CIO helps workers in other countries organize labor unions. And that's a big reason why labor opposed NAFTA. The AFL-CIO didn't want America to be involved in a treaty that fails to include meaningful provisions that would ensure fair treatment of workers. This includes being able to make a fair wage, work in a safe environment and have a voice in the workplace.

Unfortunately, NAFTA will serve as a benchmark for future trade agreements. But as Congress and the administration consider expanding NAFTA to include Chile and perhaps the other South American countries, the American labor movement will do everything in its power to convince the legislators that it is time to learn from NAFTA's mistakes. Before the U.S. signs any other trade agreements, the AFL-CIO must be assured that foreign workers will have the ability to fight for fair working conditions that will make their standards higher. When that happens, then the ships and trucks will be full—whether they're entering or leaving the U.S.

## Senate Names Conferees For Legislation Exporting AK Oil on U.S. Tankers

Five members of the Senate Energy and Natural Resources Committee have been appointed to serve on the joint House-Senate conference committee to iron out differences in legislation passed by the two chambers that would allow exports of Alaskan North Slope crude oil as long as it is carried on U.S.-flag tankers.

Named by Senate Majority Leader Bob Dole (R-Kan.) to be members of the conference committee are Senators Frank Murkowski (R-Alaska), Mark Hatfield (R-Ore.) and Pete Domenici (R-N.M.), appointed by Minority Leader Tom Daschle (D-S.D.) to the committee were J. Bennett Johnston (D-La.) and Wendell Ford (D-Ky.).

Murkowski, who serves as the chairman of the Senate Energy and Natural Resources Committee, introduced the Senate version

of the bill (S. 395).

The House is expected to name its members of the conference committee shortly after Congress returns to Washington, D.C. following its Labor Day recess. The conference committee is expected to meet and propose compromise legislation during September.

### Crafting Compromise Legislation

Action by the conference committee is needed to create a compromise bill after the Senate passed S. 395 by a 74-25 margin on May 16, while the House approved a slightly different version (known as H.R. 70) 324-77 on July 24.

In their overwhelming support for the legislation, both the House and Senate approved language ending the 22-year export ban on foreign sales of Alaskan North

Slope crude oil provided it is transported aboard U.S.-flag tankers.

In testimony given to both the House and Senate, the SIU announced its support for the exportation of the Alaskan oil as long as it is carried on American-flag tankers. The union dropped its long-standing opposition to exporting the oil last year when language was introduced to use U.S.-flag vessels. The SIU noted the legislation would provide jobs for American mariners and keep the U.S.-flag independent tanker fleet sailing into the next century.

The differences in the bills passed by the House and Senate deal with matters not related to the transport of the oil. The contrasts include funds for West Coast shipyards and the sale of the Alaska Power Administration.

Under the rules of Congress concerning a conference committee, the legislators can accept or remove any of the provisions in the two bills. Once a new bill is crafted, it will be presented to both chambers for a vote. If passed by both the House and the Senate, the bill would go to the president for his signature.

President Clinton has stated he would sign such legislation. The Department of Energy has endorsed lifting the export ban as long as the oil was moved on American-flag tankers.

### Progress of Legislation For the Export of Alaskan Oil On U.S.-Flag Tankers

To Do: Completed:

- |                                     |                                     |   |
|-------------------------------------|-------------------------------------|---|
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Senate Energy and Natural Resources Committee Hearing, March 1  |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Senate Energy and Natural Resources Committee Mark-Up, March 15 |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | House Resources Committee Hearing, May 9                        |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Senate Approves Bill (S.395), 74-25, May 16                     |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | House Resources Committee Mark-Up, May 17                       |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | House Approves Bill (H.R. 70), 324-77, July 24                  |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Bills Sent to Conference Committee to Iron Out Differences      |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | House and Senate Consider Revised Legislation                   |
| <input checked="" type="checkbox"/> | <input type="checkbox"/>            | President Signs If Measure Passes House and Senate              |

### Russian Maritime Workers Visit Algonac Hall



A merchant mariner and a dockworker from Russia recently learned firsthand about U.S. maritime hiring halls and American trade unions through a program organized by the AFL-CIO's Free Trade Union Institute (FTUI). Conferring at the SIU hall in Algonac, Mich. are (from left) Russian maritime workers Alexander Polovnikov and Yuri Kurnakov, Leah Nayman of FTUI and SIU VP Great Lakes Byron Kelley.

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# SIU to Crew 5 Army Support Ships

## Bay Ship Management Gets Contract to Operate Refitted Containerships

Seafarers will begin climbing the gangways of five roll-on/roll-off U.S. Army prepositioning vessels starting next year after the Military Sealift Command (MSC) awarded an operation and maintenance pact for the ships to SIU-contracted Bay Ship Management.

The five vessels, former Danish-flag Maersk containerships, are being fitted with cranes and RO/RO decks and converted to U.S. standards in two domestic shipyards. The MSC expects the conversion process to be finished during 1996, at which time Seafarers will board the ships to prepare them for their missions.

The contract between the MSC and Bay Ship Management is for three years, with two one-year options. It will begin when the vessels are in their predelivery stage, anticipated to be January.

### Prepositioning Fleet Experience

Besides crewing 13 similar vessels for the U.S. Marine Corps, Seafarers already are serving aboard the Army's first two prepositioning ships, which are

designed to carry enough supplies and materiel to outfit an Army brigade for 30 days in the event of an immediate call to action. The *LTC Calvin P. Titus* and *SP5 Eric G. Gibson* sailed to Saipan last spring after the two former Maersk vessels were brought under U.S. registry and upgraded to American standards.

In analysis conducted after the Persian Gulf War, military officials have stated they discovered how valuable the Marine Corps' prepositioning fleet proved to be when U.S. troops were ordered to Saudi Arabia in August 1990 following Iraq's invasion of Kuwait.

The SIU-crewed prepositioning vessels stationed at Diego Garcia sped to the Middle East to arm the Marines as they were arriving from the United States.

These ships, as well as other U.S.-flag, civilian-crewed vessels, continued to carry the bombs, bullets, tanks, food and other items necessary to sustain U.S. forces during the buildup, fighting and aftermath of the Persian Gulf War.

Testifying before the Senate

Surface Transportation and Merchant Marine Subcommittee on July 26, the head of the military's logistics command verified the need for the prepositioning RO/RO ships.

"Prepositioning of equipment afloat is key to our flexibility in responding to contingencies in widely separated theaters," U.S. Air Force General Robert L. Rutherford, head of the U.S. Transportation Command, told the senators.

Rutherford referred to several

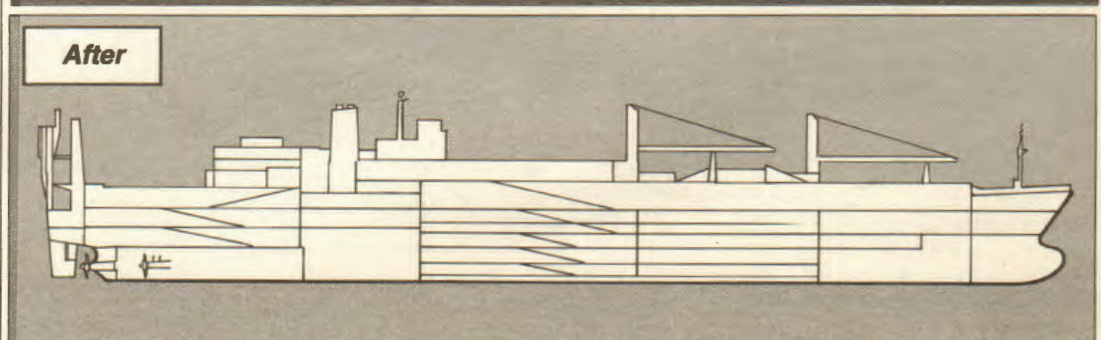
studies conducted by the military following the Persian Gulf War that cited the need for an enlarged prepositioning fleet that could deliver materiel quickly in the event of a war or national emergency. He added that acquisition of prepositioning vessels "remains the Department of Defense's highest sealift priority."

The five ships joining the Army prepositioning fleet will be named the *USNS Shughart*, *USNS Gordon*, *USNS Yano*, *USNS Gil-*

*iland* and *USNS Soderman*. Like the *Titus* and *Gibson*, they are named after Army Medal of Honor recipients.

### Sustain 24 Knots

The vessels range in length from 907 to 954 feet. Each ship will have at least 316,000 square feet of cargo space designed to transport tanks, trucks and other vehicles as well as containers loaded with supplies. They will be able to sail at a sustained speed of 24 knots.



The *USNS Yano* is one of five Maersk Line ships being refitted as roll-on/roll-off vessels for use in the Army's afloat prepositioning fleet. The top photograph shows the *USNS Yano* in its current state as a Danish-flag containership. An artist's conception shows the *USNS Yano* after it is refitted as a RO/RO prepositioning vessel. The first of the five refitted vessels is expected to be crewed by Seafarers in early 1996.

## Union Company Wins Bid for T-AGOS Vessels

### USMMI to Run Two Additional Ships



Painting the deck of the *USNS Victorious*, one of 10 T-AGOS vessels now operated by SIU-contracted USMMI, are, from left, OS Abe Alvarez, OS August Raquedan and Bosun Jeffrey Yap.

Two more oceanographic vessels owned by the U.S. Navy's Military Sealift Command (MSC) will be crewed by Seafarers following the agency's awarding of an operation and maintenance contract to U.S. Marine Management Inc. (USMMI).

In announcing the decision, the MSC added the *USNS Loyal* and *USNS Effective* to the fleet of eight T-AGOS vessels already operated by USMMI. The basic contract is for three years, but the MSC has the option to extend the pact twice, each time for one year, which means the SIU-contracted company could sail the U.S. Navy oceanographic vessels for up to five years. USMMI has been operating various vessels in the T-AGOS fleet since 1989.

"Over the years, USMMI has run a good operation," SIU Vice President Contracts Augie Tellez stated. "Their work, and that of the Seafarers who crew the ships, has been rewarded with the MSC contracting two additional T-AGOS vessels to USMMI."

The awarding of the T-AGOS contract to USMMI marks the third major MSC pact won by SIU-contracted companies this year. In May, Bay Ship Management received the award to continue operating the eight fast sealift vessels for up to five years. MSC named Bay Ship Management in August to operate five U.S. Army prepositioning vessels, also for up to five years. (See story above.)

The first T-AGOS vessel, the *USNS Stalwart*, began sailing in 1984. The MSC started using civilian crews aboard the ships a year later, when Seafarers signed on the *Stalwart* in April 1985. SIU members have crewed that vessel ever since.

According to the MSC, the T-AGOS vessels played an important role in the Navy's antisubmarine warfare program during the Cold War with the former Soviet Union. Today, the ships are used for worldwide ocean surveillance under the direction of the Navy's Space and Naval Warfare Systems Command.

Other T-AGOS vessels operated by USMMI include the *USNS Able*, *USNS Assertive*, *USNS Bold*, *USNS Capable*, *USNS Indomitable*, *USNS Prevail* and *USNS Victorious*.

## Maritime Revitalization Cleared For Consideration by Senate

By a unanimous voice vote, the Senate Commerce, Science and Transportation Committee marked up a bill designed to provide funds for U.S.-flag containerships over the next 10 years.

The August 10 bipartisan action clears the way for maritime revitalization legislation to be considered by the full Senate later during this session of Congress.

The Maritime Reform and Security Act of 1995 (S. 1139) is similar to a bill waiting consideration by the House of Representatives. Both bills are for 10 years and would provide \$1 billion during that time to help fund approximately 50 U.S.-flag containerships. The companies receiving the money would make the vessels and intermodal facilities available to the military in times of war or national emergency. In testimony before both the House and Senate, the SIU has stated its support for such legislation.

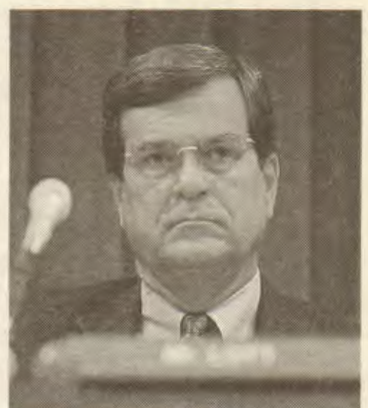
The House version (H.R. 1350) cleared the House National Security Committee on May 24. In early August, the committee submitted its report on H.R. 1350 to the House. This step was needed so the bill could be placed on the House calendar for debate and vote.

### Provide Sealift Capability

During the mark-up session (which prepares a bill for its next



Commerce Committee Chairman Larry Pressler (R-S.D.) supported maritime revitalization legislation during the committee session.



Senator Trent Lott (R-Miss.) introduced the U.S. ship bill for consideration by the Senate Commerce Committee.

level of consideration), Senator Trent Lott (R-Miss.), chairman of the committee's Surface Transportation and Merchant Marine Subcommittee, said S. 1139 would "establish a new maritime security program to preserve and promote an active, privately owned and U.S.-crewed vessel presence in international commerce. It would provide for a sustainment of sealift capability."

Lott noted the importance of sealift by quoting retired General Colin Powell, chairman of the Joint Chiefs of Staff during Operation Desert Shield/Desert Storm, who called the capability "the fourth arm of defense, something we really do need to preserve."

The senator, who also holds the second highest ranking position in the chamber as the majority whip, stated, "We have an opportunity after 20 years to, this year or early next year, get a real maritime reform and security piece of legislation."

### Support of Maritime Labor

Lott introduced S. 1139 two weeks after holding a subcommittee hearing on maritime revitalization. During that hearing, SIU President Michael Sacco, speaking on behalf of maritime labor, told the legislators, "We remain convinced the expenditure of such funds to sup-

Continued on page 11



# Federal Court Sets Date To Hear Work Tax Appeal

## SIU Continues Fight Against Fees for Z-Cards

The fight to stop the U.S. Coast Guard from charging merchant mariners a fee for their documents and licenses will resume in the federal court system in November.

The U.S. Court of Appeals for the District of Columbia has set November 7 as the date to hear oral arguments in a case originally filed by the SIU, other maritime unions and five individual mariners in 1993.

The Coast Guard is challenging U.S. District Court Judge Louis F. Oberdorfer's ruling of November 23, 1994 that it cannot collect a \$17 fee for background checks conducted by the FBI. The Transportation Department agency will be arguing that point in the November 7 hearing.

While the Coast Guard stopped collecting the fee for the background check as of December 5, 1994, it still refuses to issue refunds to mariners who were charged such the \$17 prior to that date. The SIU continues to call on the Coast Guard to issue refunds based on the decision made by the district court judge.

Meanwhile, the SIU and the other plaintiffs in the case are appealing a decision issued by Judge Oberdorfer that the Coast Guard could even charge a fee to seamen and boatman for merchant mariner's documents (also known as z-cards) and licenses. The judge determined that such a fee could be collected by the agency because the seamen and boatmen derived a benefit from

being issued z-cards and licenses.

However, Judge Oberdorfer also ruled that the Coast Guard would have to recalculate the way it charges for these items. He agreed with the SIU's contention that the method used to determine the fees was flawed.

Finally, the judge called on the Coast Guard to stop charging mariners a \$17 fee for background checks, conducted by the FBI, when they apply for a document or license. He noted the background checks did not benefit the seamen and boatmen but were for "primarily maritime safety."

Based on Judge Oberdorfer's decision, the SIU and other plaintiffs filed on January 20 their intention to appeal with the U.S. Court of Appeals.

### Seek Overturn

The plaintiffs, in a brief submitted on September 1, asked the appeals court to overturn Judge Oberdorfer's decision permitting the Coast Guard to charge a fee for z-cards and licenses. They repeated the stand made in the lower court "that licensing and documenting is 'related primarily to the safety of merchant vessels'" rather than a benefit bestowed upon the mariners.

In the appeal, the plaintiffs also point out that this would be the first time that a federal agency has been allowed to charge a fee for issuing an occupational license.

The plaintiffs noted that an early decision in their favor

would save the Coast Guard time and money in its process to recalculate the fees charged for documents and z-cards. (The agency still has not finished its work to create a formula to calculate the fees despite assurances earlier this year that such work would be completed by July.)

### Fees Implemented in '93

The federal agency began collecting fees for z-cards and licenses on April 19, 1993. The charges ranged from \$35 for an entry-level merchant mariner's document to \$250 for an upper-level license.

Four days earlier, the SIU—along with District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers, International Association of Masters, Mates and Pilots, Sailors' Union of the Pacific, Marine Firemen's Union and five individual mariners—filed a suit in the U.S. District Court for the District of Columbia to stop such an effort, claiming it was an illegal work tax on mariners.

The Coast Guard claimed its justification for such fees came from the Omnibus Budget Reconciliation Act of 1990. That bill, which was designed to reduce the federal deficit, removed a longstanding prohibition on charging fees for z-cards and licenses. In 1991, the agency announced a proposal to charge fees, which the SIU challenged.

## Matson to Purchase 6 APL Ships MarAd Approves 3 for Domestic Trades

The U.S. Maritime Administration (MarAd) last month approved the transfer of three American President Lines (APL) vessels to Matson Navigation Co. Matson also agreed to purchase three other containerships from APL.

Both companies have manning contracts with the Seafarers. Their respective boards this month are expected to finalize the transfer agreement for the C-8 containerships *President Hoover*, *President Grant* and *President Tyler* and the class C-9 *Presidents Lincoln*, *Monroe* and *Washington*

from APL to Matson. Matson reportedly will pay nearly \$170 million under terms of the agreement, which is to include the sale of certain APL assets on the island of Guam, as well as a space-sharing arrangement on some of the ships.

Since APL is in the process of breaking out six new foreign-flag ships and has threatened to reflag its entire fleet unless Congress and the administration pass a maritime revitalization bill this year, the transfer probably saved hundreds of U.S. shipboard jobs.

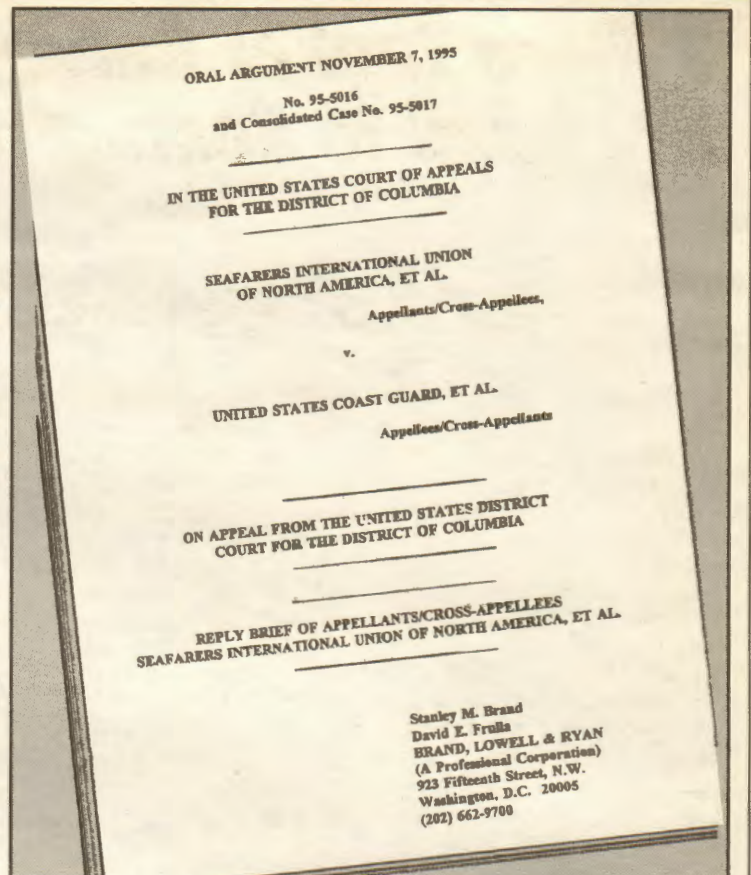
Matson intends to operate the

C-8 ships in the domestic trades beginning December 1, for a period not to exceed six months per vessel. The company needed MarAd's permission to do so because the vessels were built with the aid of construction differential subsidy (CDS). Under U.S. law, subsidy-built ships may temporarily enter the domestic trades only with MarAd approval and if the shipowner repays the CDS on a prorated basis.

Because each of the C-8s is nearing 25 years of service, Matson soon won't need MarAd's further approval to operate them in the domestic trades. In accordance with section 506 of the Merchant Marine Act, MarAd determined that the vessels reach 25 years on the following dates (after which no further government permission is required to operate in the domestic trades): *President Hoover*, July 15, 1996; *President Grant*, September 19, 1996; and *President Tyler*, March 2, 1997.

Matson reportedly will place two of the C-8 ships into its Pacific Coast Shuttle service. Meanwhile, the C-9s and one C-8 will operate between the West Coast and Asia, including port calls in Hawaii and Guam.

As part of the sale agreement, Matson will use most of the cargo space on voyages to the islands, while APL will use the majority of space on the return trips.



The SIU continues to challenge the Coast Guard's ability to charge merchant mariners for their z-cards by proceeding with a lawsuit in the U.S. Court of Appeals for the District of Columbia.

## Coast Guard Probes Cruise Ship Safety

The U.S. Coast Guard has launched a probe into safety regulations governing cruise ships calling at U.S. ports. This investigation is in response to four recent passenger vessel mishaps that required the offloading of those on board.

Rear Admiral James C. Card, the Coast Guard's chief of marine safety, security and environmental protection, formed a cruise ship safety review task force that will focus on the safety of passenger vessels docking at U.S. ports.

Effective immediately, the task force, comprised of Coast Guard vessel inspection, investigation, analysis and standards specialists, will begin inspection reviews of all cruise ships currently operating in U.S. waters and embarking from U.S. ports. Approximately 125 cruise ships will be under review by the federal agency.

Under present federal regulations and international agreements, cruise ships operating in U.S. waters are examined four times each year, and the crews are subjected to comprehensive drills. If a vessel or the crew on board does not meet the standards, the ship is prohibited from sailing until it can comply.

The Coast Guard task force will review the trends within the cruise ship industry to identify possible factors leading up to the four recent incidents.

The task force also will identify possible safety system inconsistencies within the cruise ship industry and issues of concern to the U.S. Coast Guard.

And finally, the task force will make recommendations for improvements as required and work with the industry to implement the adopted recommendations.

On June 10, the *Royal Majesty* ran aground eight miles east of Nantucket Island, Mass. More than 1,500 passengers and crewmembers had to be evacuated from the Panamanian-registered vessel when it grounded in sand some 17 miles west of its normal shipping lane.

On June 18, 1,759 passengers and 600 crewmembers were taken off the *Celebration*, a Carnival Cruises vessel, when a fire in the cruise ship's engine room control panel knocked out electrical power and the propulsion system. Passengers and crew remained on the disabled vessel for days before another cruise ship arrived to rescue them.

On June 23, the *Star Princess*, a Princess Cruises passenger ship, ran aground on a rock near Juneau, Alaska, forcing the evacuation of 2,226 passengers and crew.

On July 22, the *Regent Star* of Regency Cruises, suffered a engine room fire while cruising Alaska's Prince William Sound. All 1,280 passengers and crew had to be taken off the ship.

### Ready for Next Pick-Up



Captains Alve Holmes (left) and Mike Stamm prepare to take their Pilot Services' vessel out to the mouth of Mobile (Ala.) Bay to pick up an outbound pilot.



The Coast Guard will be stepping up inspections of foreign-flag cruise ships like this one leaving San Francisco Bay, following a series of mishaps on other ships that departed from American waters.



# 3 More Tanker Safety Courses Are Open to Seafarers in 1995



Future tanker operation/safety courses will feature oil spill/hazmat prevention and recovery training (as in photo above). These sessions have been praised by Seafarers as extremely worthwhile.

While the Paul Hall Center is finalizing its 1996 course schedule, Seafarers already have the opportunity to take the Harry Lundeberg School's tanker operation/safety class before the end of this year. Three more sessions of the four-week course are scheduled for 1995, beginning on October 9, November 6 and November 20.

A complete Lundeberg School course schedule and registration information appear on page 23. The tanker operation/safety class also will be included in next year's schedule.

Last month, 56 Seafarers completed the tanker operation/safety class. Fifty-two other upgraders currently are enrolled in the course, which blends hands-on training with classroom instruction.

The class is mandatory for all Seafarers who sail aboard tankers, as specified in Seafarers Appeals Board (SAB) action number 376, which was published in the April issue of the *Seafarers LOG*. (An amendment to the SAB appears on page 8 of this issue.)

Students often have cited the confined-space entry and rescue segment as well as the oil spill/hazardous materials (hazmat) prevention and recovery training as course highlights. Each of those week-

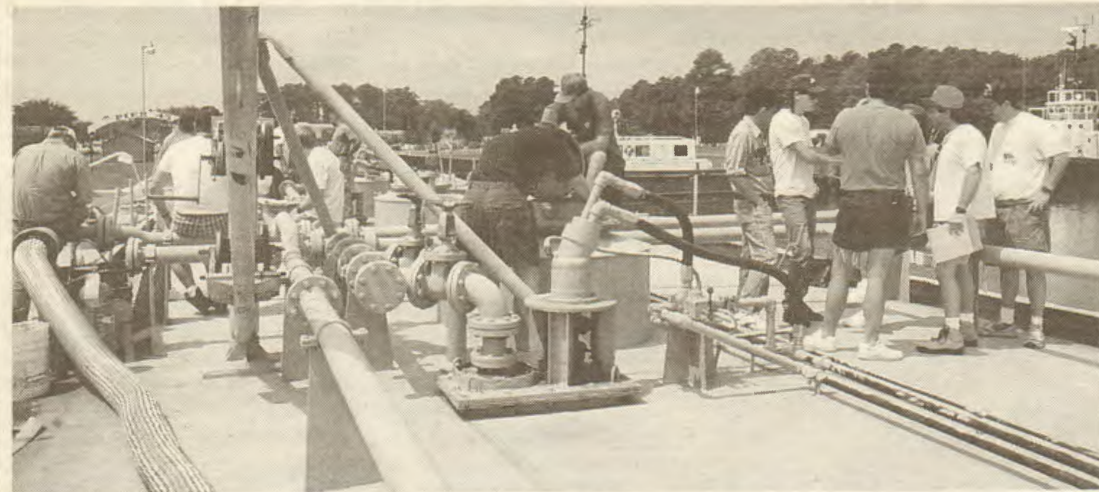
long sections features extensive practical training.

Many other topics also are covered, including the study of tanker construction, general tanker safety, and chemical and physical properties of petroleum products. Seafarers also review sections of the Oil Pollution Act of 1990 (OPA '90) and examine the flammability traits, toxicity/asphyxiation characteristics and health hazards associated with exposure to petroleum products.

Additionally, upgraders practice monitoring tanks for oxygen deficiency and taking other meter readings with atmospheric monitoring equipment; create shipboard safety plans; perform fit-tests using respirators; and receive an introduction to fire chemistry, firefighting and fire/emergency duties.

Other subjects include oil-removal contingency plans, use of federal information guides designed to aid mariners, and rules for protecting the marine environment.

Lundeberg School instructors developed the class in response to regulations stemming from OPA '90. It is open to all Seafarers and, as was agreed during negotiations between the union and SIU-contracted tanker companies, includes hands-on training and classroom instruction.



Hands-on training will remain a key part of the Paul Hall Center's tanker operation/safety course, as demonstrated by upgraders who finished the class last month. Three more classes will be held this year.



In the confined-space training portion of the tanker course, Seafarers simulate a rescue of a fellow crewmember.



SIU members who plan to take the four-week tanker operation/safety course will practice proper use of protective equipment, including breathing gear.

# Coast Guard Finalizing New Tankerman Reg Rule Changes Testing Methods

The U.S. Coast Guard early this month is expected to finish reviewing comments regarding a new regulation that affects the training and certification of unlicensed merchant mariners involved in the handling, transfer and transportation of oil and other hazardous liquid cargoes in bulk aboard ships and barges.

As part of that final review, Coast Guard officials were meeting with representatives of the SIU when the *Seafarers LOG* went to press. The main purpose of the meetings was to help finalize the new testing and certification procedures.

Published in April as an interim final rule, the new regulation is scheduled to take effect March 31, 1996. It defines qualifications of tankermen and other seamen involved in cargo operations. The rule requires such mariners to obtain from a Coast Guard-approved testing facility one of the following four endorsements: tankerman-person in charge (PIC)(barge), restricted tankerman-PIC (barge), tankerman-assistant or tankerman-engineer. Mariners will have to meet standards established by the Coast Guard (with input from the industry) for amounts of experience, completion of training courses and physical fitness in order to obtain such certification.

The Coast Guard Regional Examination Centers have not yet begun issuing the new endorsements. They are expected to start issuing them in the near future. The *Seafarers LOG* next month will publish specific information about when the endorsements may be obtained.

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

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

The Coast Guard has proposed the following courses (a tankerman would need to take one or more, depending upon which type of vessel he or she

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

The agency also is strongly considering what amounts to a grandfather clause, through which a mariner could obtain one or more of the new endorsements by either submitting discharges proving at least 30 days of deck service on a tanker (with a discharge date within five years of the date of application), or submitting a letter on company letterhead from the owner, operator or master of a vessel attesting that the applicant has served at least 30 days of deck service on tankships within five years of the application date.

The new tankerman endorsements will be valid for five years. It is likely that if the grandfather clause is utilized, then a mariner who obtained certification through that clause would be required to successfully complete one of the new courses in order to renew the endorsement.

For those who initially secure an endorsement by successfully completing a new course, the procedure for renewal probably will consist of producing evidence of having performed two cargo transfers within a specified period.

The rule partly stems from the Oil Pollution Act of 1990 (OPA '90), but also has roots in other legislation (the Port and Tanker Safety Act) dating back approximately 15 years. Its intent is to improve safety in the handling, transfer and transport of hazardous liquid cargoes.

Although the rule's full effect on the Paul Hall Center's curriculum will not be known until the Coast Guard finalizes it, the school already offers a number of hazardous materials courses and firefighting training which seemingly could be adapted to fully meet the new requirements. In accordance with the regulation, the school also may request that certain classes or parts of classes be counted toward a Seafarer's fulfillment of the new requirements.





The SIU crewed *Osprey* is one of six ocean-going Allied tugboats covered by the new three-year contract.

## Allied Seafarers Ratify New Three-Year Pact

SIU members who navigate Allied Towing tugs and barges ratified a new three-year contract that includes wage and benefit increases as well as improved working conditions.

The new agreement, which began September 1, covers Seafarers who sail aboard the company's six ocean-going tugboats and one coastal tugboat.

Representatives for the Norfolk, Va. based company and the SIU held three negotiating sessions at the Norfolk union hall in August. The union's delegates to the talks were able to secure, for the first time, out-patient medical care for the spouses and dependents of the SIU members who sail aboard the Allied Towing vessels. The Seafarers also will receive wage increases throughout the life of the contract.

Delegates to the talks included Captain Bobby O'Neill, Captain Dexter Moore, Chief Engineer Richard Naigle, Mate Carl Moore, Deckhand/Cook Bill Hudgins and Deckhand/Cook George Bourcier.

They were joined at the negotiating table by SIU Port Agent Mike Paladino.

"Negotiations went excellently," Paladino told the *Seafarers LOG*. "We got everything that we asked for. All across the board this is an excellent contract. The membership was extremely satisfied and voted accordingly. They got it all," the port agent added.

While the company's operations are based in Norfolk, its equipment can be found along the Atlantic and Gulf coasts.

The six ocean-going tugs include the *Falcon*, *Sea Hawk*, *Sea Robin*, *Sea Tern*, *Socrates* and *Osprey*. The *Petrel* operates primarily between Philadelphia and Hopewell, Va. but can be called to other coastal ports along the Atlantic seaboard if needed.

The tugs transport raw sugar, gasoline, oil, Phenol (a chemical used in a variety of items from cough syrup to plastics) and various other chemicals and petroleum products.

### A Meeting of the Cooks



The wearing of life vests is mandatory on the docks at Moore's Landing, Mo., from which location Orgulf tugs and barges navigate up and down the Mississippi River. On a recent servicing call by SIU Rep. Becky Sleeper (left), the cooks aboard two of the tied-up tugs meet with her on the pier. They are Terry Godden (center), cook aboard the *Olmstead*, and Barry Cheeks, cook on the *JD Geary*.

Participate in your  
Union Meetings



## Lease Extension for Queen Mary Keeps Jobs for SIU Affiliate Union

A 20-year extension of the lease for the Queen Mary Seaport will keep members of the United Industrial Workers Union (UIW), an affiliate of the Seafarers International Union, working aboard the famous ocean liner and its surrounding complex well into the next century.

The UIW represents housekeepers, chefs, waiters and waitresses, hostesses, bartenders, hotel clerks, operators, cashiers, bellhops, doormen and maintenance and groundskeeping personnel at the seaport, which includes the Hotel Queen Mary.

The City Council of Long Beach, Calif. last month authorized the lease extension following two hours of debate over the historic ship's future.

The current five-year lease for the passenger liner-turned-hotel, where hundreds of UIW members are employed, expires in February 1998.

"The new lease puts us all at ease," stated Housekeeper Dee Marineau, who has been a UIW member for eight years. "We know now that we have steady employment with the *Queen Mary* for the next 20 years."

"I am hopeful that now that we have a 20-year lease, we can put the Queen Mary and the surrounding acreage on sound footing," stated Joseph Prevratil, president of the non-profit RMS Foundation, which operates the seaport in Long Beach.

Prevratil noted that the long term lease was needed to lure potential investors to the city-owned tourist complex and to add much-needed attractions.

The 55 acres surrounding the seaport will be developed by Prevratil. Part of the area is the Spruce Goose Dome, a large structure next to the hotel which is the former home of Howard Hughes' Spruce Goose airplane. The complex would be perfect for a special-event center, Prevratil said.

While Prevratil provided few details of his plans for development, he did note that he intends to add new attractions to the ship, bring special events to the dome, build a maritime museum and attract more merchants to the marketplace area of shops next to the ship.

At the city council meeting last month, some opposition to the lease extension was raised,



Hundreds of members of the SIU-affiliated United Industrial Workers work at the Queen Mary Seaport, which includes the Hotel Queen Mary.

but supporters of the *Queen Mary* spoke out in overwhelming support of the deal.

"If ever there were a piece of American heritage that is in our hands, it's right here in Long Beach harbor," Linda Howell, president of the Long Beach Convention and Visitors Bureau, said.

The new lease contains safeguards giving the city power to approve Prevratil's subleases and financial partners.

After hearing that such provisions were included in the lease, the city council unanimously approved the 20-year extension.

Immediately following the vote, a group of about 200 people, including UIW members, Long Beach Chamber of Commerce members, merchants and other supporters of the *Queen Mary*, burst into applause and gave the city council a standing ovation.

"The council really listened to us. It is all about jobs, and this is a really good deal. I think that in time the Queen Mary Seaport has the power to double—maybe even triple—the current number of *Queen Mary* workers," UIW National Director Steve Edney said.

Marineau added, "The meeting was fantastic. The entire council believes in the Queen Mary. We are all very happy."

Prevratil's Queen's Seaport Development Inc. will hold the lease through December 2015. He will pay \$300,000 a year or a percentage of gross receipts of the seaport, whichever is the greater amount.

The lease also calls for the establishment of a maintenance fund with a beginning balance of \$5 million. All of the lease payments would be deposited into the maintenance fund.

While Prevratil will pay for all

regular maintenance, the city will assist in any repairs over \$1 million by drawing on the established maintenance fund.

"The union has always believed in Mr. Prevratil because he has always been true to his word and he has always listened to what the union has to say," Edney pointed out. "We said that the area needs jobs and this deal will help us create more jobs by building up the *Queen Mary* complex."

Queen Mary Seaport features the Hotel Queen Mary (the former ocean liner, now permanently docked) and also includes a shoreside gallery of boutiques and restaurants.

The *Queen Mary* reopened in June 1993, following a lengthy, intense struggle during which UIW members joined with other local residents, businessmen and elected officials in protesting the possible sale and overseas relocation of Long Beach's only major tourist attraction.

Since its grand reopening, the *Queen Mary* has established itself as a major attraction. In fact, the RMS Foundation released a financial statement earlier this year which verifies the success of the Queen Mary Seaport. It reported that the complex earned a profit of nearly \$800,000 during the final three months of 1994. For the year, the operation's revenues reached almost \$19 million.

In arguing for the extension of the *Queen Mary's* lease, Prevratil pointed out that the *Queen Mary* produces hundreds of jobs and an \$8-10 million yearly payroll. The majority of the employees live in Long Beach and therefore boost local tax revenue, in addition to spending money on the city's goods and services, Prevratil added.

### Tying Up a Turecamo Tug



Deckhand Bill McDough ties up the tug *Carly A. Turecamo* at the Hess Oil terminal in Delran, N.J., near Philadelphia. The boat is operated by Turecamo Coast/Harbor Towing Corporation.



# Refrigeration Technician Course Still Available at Piney Point

The Paul Hall Center for Maritime Training and Education periodically is offering its two-day refrigeration technician certification course at the Lundeberg School in Piney Point, Md.

The class, which is approved by the Environmental Protection Agency (EPA), is for SIU members who handle refrigerants. Passing the exam that immediately follows the course will result in a Seafarer obtaining government-mandated certification for handling refrigerants.

The deadline for securing such certification was November 14, 1994. During the six months prior to the deadline, and for several months afterward, the Lundeberg School repeatedly conducted the refrigeration technician course at SIU halls throughout the country and at Piney Point.

However, if an SIU member who sails as a QMED, electrician, refrigeration engineer, junior engineer or any other rating involved in the repair and servicing of ship-board refrigeration equipment and air conditioning systems has not obtained the certification, he or she should

take the class as soon as possible.

Bill Eglinton, director of vocational education at the Paul Hall Center, noted that when possible, the center has been conducting the course after regular school hours for students who already are attending upgrading courses at Piney Point and who are required to have the certification. "If an upgrader is here for another course, we will try to accommodate him or her by making the refrigeration certification class available on week nights or weekends," he stated.

However, any members who need to take the refrigeration technician course at the Paul Hall Center but are not taking another upgrading class must pay their own expenses. Members who want to take only the refrigeration technician class should contact J.C. Weigman at the school at (301) 994-0010 for the latest information on course dates.

In addition, Seafarers who plan to take another upgrading course and who also need the refrigeration technician class are requested to indicate this on their Lundeberg School enrollment application.



As part of the refrigeration technician class, Lundeberg School instructor Eric Malzkunn (left) and QMED Gary Frazier review proper procedures for maintenance work on air conditioning equipment.

# Nedlloyd Holland Crewmembers Come to Aid of Lone Boatman

While many people celebrated the Independence Day holiday with barbecues and fireworks, Seafarers sailing aboard the *Nedlloyd Holland* did much more. They became heroes.

In a letter sent to the *Seafarers LOG*, Chief Mate M.P. Shoemaker described a quick and efficient rescue by the *Nedlloyd Holland* crew of a lone boatman who had been drifting for four days, 300 miles off the coast of Maryland.

Shoemaker wrote that AB Larry Garvin was on the bridge of the Sea-Land Service vessel when the Seafarer spotted what he thought to be a sea buoy adrift. Because Garvin was unsure of what was floating in the distance, he notified the captain. The captain decided to turn the ship in the direction of the object and sail closer to investigate.

"As we got closer, we saw one man aboard a small boat, frantically waving a red shirt in an attempt to gain our attention," recalled Garvin.

AB Jim Rush was painting on the deck when he and other deck department members were notified that a small craft had been spotted on the port side of the ship and they were to prepare for a rescue.

"I don't know how Larry spotted it," said Rush. "It was so far away and it took a while for us to recognize the boat as being more than just trash or debris floating in the sea. Larry was really on top of it. I'm not sure if I would have thought it was anything," the AB said.

Garvin noted that after VHF contact proved futile, speed was reduced and the ship was maneuvered beside the 30-foot craft.

Under the direction of Bosun Freddie Goethe, a line was passed to the boat by ABs Rush, Serafin Milla and Wayne Driggers.

AB Milla climbed down the pilot ladder onto the boat and assisted the passenger, who had only one arm, up to the deck of the *Nedlloyd Holland*.

"It was a strange situation," recalled Garvin.

"He said his engines got flooded and he had been drifting for days. The place he said that his engines flooded was about 100 miles off the coast of Maryland. That means he drifted for more than 200 miles.

"When we found him, he didn't have anything. No life jackets, no survival devices. It was a disgrace. Even his radio was without batteries. It was pure luck that we saw him and were able to help," said the Garvin.

According to Rush, after the man had been brought safely aboard the *Nedlloyd Holland*, the chief mate and Milla were sent down into the craft to salvage what was left of the boater's belongings. They found only assorted fishing equipment and a few articles of clothing.

Once all crewmembers were back on deck, the U.S. Coast Guard was contacted, and the bosun was told to cut the lines to the boat.

The rescued boatman was given dry clothes by Rush and Driggers, and the galley gang prepared a special meal.

"It was a really fast rescue. Everything went perfectly," recalled Garvin. "Everyone did a great job and worked hard together to bring him to safety. From the captain and the chief mate to the bosun and the rest of the crew... we all pulled together and did an exceptional job," said Garvin.

Rush echoed Garvin's statement concerning the speed and efficiency of the crew, and they both complimented each other's role in the rescue. While Garvin called Rush "the real hero," Rush noted that it was Garvin who first spotted the distressed boat and brought it to the attention of the captain and crew.

"I'm just an ordinary seaman," said Rush. "But the captain and entire crew of the *Nedlloyd Holland* are the best, and it takes a situation such as this to prove what I have known all along."

The rescued boatman remained on board the *Nedlloyd Holland* until the vessel arrived at the port of Rotterdam. He thanked the crew and boarded a plane for home, 10 days after the rescue.



Relaxing in the crew lounge following the rescue of a boatman 300 miles off the coast of Maryland are (from left) Bosun Freddie Goethe, AB Jim Rush, AB Serafin Milla and AB Wayne Driggers.



Seafarers who work for Crowley in Puerto Rico prepare for a rally protesting the newly enacted labor measure. From the left are Louis Ferrer, Pablo Navarro and Pascasio Rivera.

# Seafarers Join Protests Against Puerto Rican Labor Law Reversals

Seafarers have joined with thousands of other Puerto Rican trade unionists to protest a measure passed by the island's assembly and signed by the governor that turns back 50 years of worker advancements.

Dubbed the "labor reform law" by the elected officials, the legislation changes the way Puerto Rican workers are paid and modifies their working conditions.

Protests, rallies and information campaigns have been held weekly by the Puerto Rico AFL-CIO since Governor Pedro Rossello signed the bill on June 30. The legislation reverses more than a half-century of rights fought for and won by Puerto Rican trade unionists. The new measure will cut overtime, reduce rest periods between shifts and eliminate cash payments on payday among other things.

"The SIU has really become involved in this fight," said Santurce Port Agent Steve Ruiz. "While the law will not directly affect our deep sea union members, it will certainly affect many of our union brothers and sisters in Puerto Rico. We must stick together for the rights of the workers," the port agent stated.

According to Marilu Sanchez, a representative for the SIU of Puerto Rico, Caribe and Latin America (a shore-based union affiliated with the SIUNA), the concentrated protests staged by Puerto Rican workers have caused the Rossello administration to take notice and re-think their policy toward labor laws. The governor has said he will give the new measure six months to work. If the people still are opposed to it, Sanchez said the governor may be willing to reconsider the legislation.

Sanchez, whose union would be affected, added that the law is part of Governor Rossello's plan to make Puerto Rico a more competitive marketplace. "The workers are very unhappy," noted Sanchez. "After 50 years of fair labor laws, this government wants to change everything."

Labor officials have referred to the Rossello administration as being anti-labor and anti-worker, according to *The San Juan Star*. The officials also have said they are considering other actions to call attention to the plight of workers in Puerto Rico.

In late June, more than 1,000 delegates representing more than 50 Puerto Rican-based unions unanimously approved a general work stoppage to protest the "labor reform" legislation.



## NAFTA Nightmare Comes True in America

The North American Free Trade Agreement (NAFTA) and Mexico's economic crisis already have combined to cost tens of thousands of U.S. jobs and devastate America's former trade surplus with Mexico while enriching the owners of Mexican-based border plants that assemble goods for export to the U.S.

Those are some of the conclusions recently put forth in a report by the AFL-CIO Task Force on Trade. The analysis is based on official U.S. government data.

NAFTA is the tariff-removing trade deal among the U.S., Mexico and Canada. It was enacted in January 1994, over the vehement objections of American trade unions (including the SIU) and many other groups.

The report reveals that since NAFTA's enactment, the U.S. Department of Labor (DOL) has received petitions involving more than 70,000 dislocated American workers who believed NAFTA caused their unemployment. The DOL already has certified more than 35,000 citizens as experiencing NAFTA-related unemployment, and other certifications are expected to follow.

Moreover, an AFL-CIO economist described the 70,000 figure as "the tip of the iceberg, because not everyone who loses a job because of NAFTA goes through the trouble of applying" for retraining benefits.

Another point concerns America's pre-NAFTA trade surplus with Mexico. Since NAFTA's enactment, that surplus has become an \$8.58 billion deficit, according to the report. (Meanwhile, Mexico continues to receive funding from a \$20 billion emergency U.S. credit line.)

However, at least one group has benefitted from NAFTA, the

AFL-CIO study notes: the owners of the more than 2,100 export-only border assembly plants known as maquiladoras. Those plants are characterized by extremely low wages and unsafe working conditions. Most are owned by Americans. And they have become Mexico's top cash generator—an average of three new maquiladora plants is opening every week. Last year, maquiladora employment grew by 6.2 percent to more than 600,000 employees, according to the report.

### Economic Crisis

The huge devaluation of the peso late last year and early in 1995 spotlights one of NAFTA's many deficiencies. The peso's plunge also multiplies many of the trade deal's provisions that are most harmful to U.S. workers. Nine months before NAFTA became law, AFL-CIO representatives testified before Congress that "the recent history of Mexican exchange rate policy, together with economic pressure, suggests that devaluation (of the peso) is inevitable."

Despite such warnings, NAFTA specifically excludes exchange rate policies from coverage. If such policies had been included in NAFTA, then the U.S. would have had more of a say in establishing the peso's value relative to the dollar, because America "would have been in a position to dampen the volatility of the currency markets," observed Mark Anderson, director of the AFL-CIO's Task Force on Trade.

Instead, as the AFL-CIO analysis notes, "The peso became grossly overvalued in large part because it was effectively pegged against the dollar even as Mexican rates of inflation were much higher than rates of inflation in the U.S. Thus, while the

real value of the peso declined relative to the dollar, Mexican government policy did not allow this to be reflected in the official exchange rate. The overvalued peso contributed to a surge in imports to Mexico by making them artificially inexpensive, and contributed to an account deficit for Mexico in excess of \$29 billion in 1994."

The man behind the effort to prop up the peso is Mexico's former president, Carlos Salinas. His administration spent more than \$21 billion from Mexico's foreign capital reserves in order to buy pesos to keep their value artificially high. As Rudi Dornbusch, a professor of economics at the Massachusetts Institute of Technology who is an expert on trade issues, told the AFL-CIO, "Salinas persevered with his strategy of politics first, reality later, and the peso remained disastrously overvalued."

Last December, when Mexico's new administration implemented a long-overdue devaluation of the peso, it touched off a free fall. By mid-January, the value of the peso had fallen nearly 50 percent.

### More Lost Jobs

As a result, the price of U.S.-made products bought with pesos has increased, thereby reducing

American exports to Mexico and thus eliminating thousands of jobs in U.S. export industries, states the AFL-CIO report. The devalued peso increased the price of U.S.-made products beyond what millions of Mexican consumers can afford.

Meanwhile, since goods made in Mexico became cheaper in dollars, imports from Mexico significantly increased. As a result, America's pre-NAFTA surplus has become a huge deficit.

This year, from January to June, U.S. exports to Mexico dropped by 12 percent compared to that period in 1994. By contrast, Mexican exports to the U.S. skyrocketed 29 percent. The pattern is expected to continue.

"For U.S. workers, especially in manufacturing industries, devaluation can only mean the loss of more jobs," points out the report by the federation of U.S.-based trade unions. "At the new exchange rate, the Mexican real hourly compensation for production workers in manufacturing would be only about one-twelfth of that of the United States."

The report further notes that for the U.S. worker whose job moves to Mexico, "it is unlikely that he or she will find employment opportunities that pay wages and benefits anywhere near the level paid by the job lost.

Manufacturing workers who lose their jobs to Mexico... inevitably will encounter severe economic hardship and a reduction in the standard of living for their families."

Such is the case in Springfield, Mo., where Zenith Corp. earlier this year shut down a television plant that once employed more than 4,000 citizens. Zenith, which lobbied in support of NAFTA, sent most of those jobs to Mexico.

U.S. workers in non-manufacturing fields are affected, too. For instance, in Laredo, Texas, daily truck crossings to Mexico carrying American exports have plummeted almost 25 percent. Not coincidentally, the unemployment rate in Laredo has reached a 16-year high of 14 percent. Press reports state that this example is emblematic of what is happening all along the American side of the border.

The AFL-CIO has asserted that the pending negotiations to possibly expand NAFTA to include Chile provide an opportunity to redress some of the defects in the current agreement. In particular, the federation insists that policies on worker rights, labor standards and capital markets must be improved.

At the same time, the AFL-CIO will continue both monitoring the effects of NAFTA and making them known to Congress and the administration.

## Efforts Under Way to Stop Bill Reducing Runaway-Flag Liability

Runaway-flag companies are seeking to undo one of the few protections crewmembers and passengers have who sail on foreign-flag vessels: the ability to take advantage of the United States legal system to redress grievances.

A provision slipped into the Coast Guard Reauthorization Act (H.R. 1361) shortly before the bill was passed overwhelmingly by the House of Representatives in May would prevent foreign mariners access to U.S. courts, blocking their ability to enforce time-honored rights to wages and necessary medical treatment for injuries. The language also reduced the liability of runaway-flag passenger ships' owners sailing out of U.S. ports with regard to injuries and injustices to passengers traveling on the vessels.

The main purpose of H.R. 1361 was to provide funds for the activities of the U.S. Coast Guard. Many members of the House were unaware of the controversial language added to the bill, so H.R. 1361 passed without debate or discussion.

The Senate now is considering its own funding bill (S. 1004) for the Coast Guard. As the *Seafarers LOG* went to press, the language reducing the liability of runaway-flag ship owners had not been included in the Senate measure.

If the Senate agrees with the House language, foreign mariners working aboard foreign-registered ships that dock in U.S. ports would no longer be able to file a suit in a U.S. court for compensation caused by work-related injuries or to seek back wages. The provision (known as section 430) of the House bill would reverse maritime law that has been upheld by U.S. courts since this nation was founded and repudiate decisions in foreign lands going as far back as the creation of English common law.

This point was made by Maritime Trades Department (MTD) President Michael Sacco in a letter urging the Senate to not adopt Section 430 in its bill to

Senator Larry Pressler (R-S.D.), chairman of the Senate Commerce Committee. (The MTD is composed of 40 unions and 28 port councils representing 8 million workers.)

Sacco, who also is president of the SIU, noted that section 430 reverses two centuries of maritime law which has recognized the right of all seafarers to pursue claims for wages and necessary medical treatment in U.S. courts.

"Time and time again, the U.S. Supreme Court has zealously guarded this minimum level of protection for seafarers at sea or in foreign ports. Without continued access to U.S. courts, foreign seafarers will have few, if any, alternative means of protecting their basic rights," Sacco continued.

Sacco added, "Section 430 will exacerbate the disadvantages that American-flag operators face when they compete against convenience flag carriers employing cheap, foreign labor."

Father Sinclair Oubre, a member of the SIU and president of the North American Maritime Ministry Association, an association of 175 agencies serving seafarers in North America, also wrote expressing his concern with the section to Sen. Pressler.

In urging the chairman to exclude section 430 from the final bill, Oubre noted, "Since maritime law was first recorded, seafarers have been assured that if they fell ill or were injured while in the service of the ship, it would be the duty of the ship to provide the best care possible as well as salary during their recuperation, up to a specified length of time; and this protection has been enforced by the courts of the port states into which the vessel sails."

## SAB Issues Seniority Clarification For Graduates of Tanker Ops Class

The Seafarers Appeals Board (SAB) has issued a clarification regarding seniority status to action number 376 which was printed in the April 1995 edition of the *Seafarers LOG*.

Action number 376 calls for shipping priority to be given to members who have successfully completed the tanker operation/safety course given at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. However, the action did not specifically note that priority would be given only within each class of seniority.

The amendment to action number 376, which was signed on July 11, specifies that as of January 1, 1996, priority for jobs aboard tankers and tank vessels will be given within each class of seniority to those members who show proof of graduating from the tanker operation/safety course.

The SAB, which is composed of representatives from the union and its contracted companies, also implemented two new additional actions.

Action number 379 modifies the trip reliefs, permanent ratings provision of the shipping rules. The new action allows a member with a permanent rating to retain his or her job if the mariner is

taking a training class to comply with federal law or regulations that runs longer than the normal time off the vessel.

Finally, action number 380 includes time away from work while being treated on an outpatient basis to reduce the amount of days needed during a calendar year to keep seniority status. Until the action was taken, only inpatient care was listed within the shipping rules.

The three proceedings undertaken by the SAB are reprinted in their complete text.

### Amendment Action #376

Whereas the Seafarers Appeals Board promulgated a change in the Shipping Rules as a result of Agreements reached at the 1993 negotiations with the AMA Standard Tanker negotiations, and

Whereas, the Board promulgates rules that are intended to enhance and protect the job security of the membership, and

Whereas, after further review the Board has decided to amend the Shipping Rules as follows.

Article IX, Shipping Rules, 5 Preferences and Priorities, will be amended by adding a new 13, which shall read as follows.

"Effective January 1, 1996; within each class of seniority in

all departments, priority for jobs aboard tanker and tank vessels covered by these rules shall be given to those seamen possessing a certificate of satisfactory completion of the Tanker Safety Course offered by the Seafarers Harry Lundeborg School of Seamanship, in the event such training is being offered."

### Action #379

13. Trip Reliefs. Permanent Ratings (a), add the following to paragraph 7.

By mutual agreement, the Union and the Employer may modify the seaman's tour of duty when assigned to a training program that conflicts with the vessel's operational schedule.

### Action #380

To be consistent with the intent and purpose of Shipping Rule 1 F. concerning employment credit for periods when a seaman is Not Fit For Duty; the second sentence should be amended to read as follows.

"For example, four (4) months in- or out-patient time during a given calendar year reduces the ninety (90) day employment requirement for that year by one-third to sixty (60) days."

July 11, 1995



# Learning Is the Key, Graduating Stewards Tell Fellow Seafarers

Six members of the steward department advised their fellow Seafarers to learn everything they can about their jobs in order to be prepared for the future.

The galley gang members, who were taking part in the August membership meeting at Piney Point, Md., had just completed five weeks of steward recertification training at the Paul Hall Center for Maritime Training and Education. The steward recertification course is the final rung in the SIU steward department educational ladder.

Speaking to the other Seafarers gathered in the school's auditorium, **Oswald Stoiber**, the oldest member of the class at 54, from the port of San Francisco, told the audience, "It is never too late to learn something new. You have to keep an open mind and bend with the wind, or you will break."

Following up on Stoiber's comments was **Matthew Scott** who sails from the port of Houston.

After noting that some representatives of the government and

maritime industry are scrutinizing everything done by mariners, Scott stated Seafarers need to maintain their reputation as the best.

"Don't just do a good job," the steward stressed to those Seafarers in the audience, "Do the best job you can to ensure a job for tomorrow!"

Adding to the importance of Seafarers knowing how to perform their jobs aboard ship was **Francis DiCarlo Jr.**

"If we don't do the best job we can out there, they won't want us," the steward from Brooklyn said.

### Learn New Recipes

In order to do the best possible jobs while at sea, the six stewards added new recipes and cooking techniques to their repertoire through classroom and hands-on training while at the school. Among the ideas passed along by instructors **Allan Sherwin**, **Ed White** and others were ways to prepare healthy menus for crew-



Showing off their entries in a chili cook-off are recertified steward class members (from the left) Instructor **Ed White**, **Matthew Scott**, **Vainuu Sili**, **Ozzie Stoiber**, **James Harper**, Instructor **Allan Sherwin**, **Dorothy Carter** and **Francis DiCarlo Jr.**

members as well as utilizing base sauces and soups to create variety in meals. The six Seafarers also received special classes on the handling and preparation of seafood, poultry, meats and produce.

To assist them when ordering stores, the stewards received training in the school's computer center. With many SIU-contracted companies tracking their stores through computer programs, stewards now are able to place orders through the machines rather than writing them out by hand.

While specialists in galley procedures and cooking, the stewards recognize their responsibilities as members of a crew. To this end, the six galley gang members took refresher courses in CPR, first aid and firefighting.

They also received instruction in communication skills.

The six conducted question-and-answer sessions with representatives of the union's contracts, communications, government affairs and welfare, training, vacation and pension fund departments. These meetings provided the Seafarers with the latest information from each department that they could take back to crewmembers aboard ships.

### 'Do Your Best'

After thanking the union for the opportunities it has provided him since he finished the trainee program at the school in 1982, **James Harper**, who sails from Wilmington, Calif., informed the assembled Seafarers, "I encourage every member to press

on and do your best."

The other stewards also stated their appreciation to the school and the union for making upgrading courses available.

"This has been the biggest step of my life," **Vainuu Sili** of Honolulu told the audience. "I hope and pray it will continue forever."

**Sili**, who began his seafaring career in 1969 as a graduate of the old Marine Cooks and Stewards training school in Santa Rosa, Calif., noted, "We must support our union. Your support will help us keep our jobs."

**Dorothy Carter** took the time to thank all of the instructors involved in the course.

"This has been fantastic," recalled the steward from Jacksonville, Fla. "I have been able to learn so much and can't wait to get back to work."



**Ozzie Stoiber** is "treated" for a leg injury in first aid class by **Dorothy Carter** and **Vainuu Sili**.



**Matthew Scott** (right) tests a sauce prepared by **Vainuu Sili** in the galley laboratory at the **Lundeberg School**.



**James Harper** (right) practices his CPR technique as classmate **Matthew Scott** takes notes.

## Like Father, Like Son

# Recertified Steward DiCarlo Follows in Father's Footsteps

When he walked across the stage last month at the Seafarers **Harry Lundeberg School of Seamanship** to receive his certificate as a recertified steward, **Francis DiCarlo Jr.** is believed to have been the first steward department Seafarer to follow in the steps of his father.

Fifteen years earlier, **Francis DiCarlo Sr.** graduated as a recertified steward. That same year, 1980, **DiCarlo Jr.** was finishing his work in the trainee program at the school.

Before his fellow Seafarers, **DiCarlo Jr.** stated how proud he was to be the second generation in his family to reach the highest level of training offered to galley gang members by the SIU.

"I want to thank my father, who really got me started," said the 34-year-old steward from Brooklyn. "I was born SIU and will probably die SIU."

He remembered that on his third ship, the *Sea-Land Long Beach*, he was able to sail with his father. "I didn't get any special privileges. He didn't cut me any extra slack, but I en-

joyed it," **DiCarlo** said of his father.

The younger **DiCarlo** said

he will work hard to uphold the family name within the union.



**Francis DiCarlo Jr.** thanks his father, **Francis DiCarlo Sr.**, for helping him get started in the SIU. The father and son (inset) sailed together in 1981 aboard the *Sea-Land Long Beach*.



# American Merlin Crew Reels 'em In

## Fishing Is a Favorite Off-Time Hobby in Diego Garcia

Dozens of privately owned fishing boats, which carry up to five passengers apiece, may be rented in Diego Garcia by *American Merlin* crewmembers in their time off.

RIGHT: The *American Merlin* is part of the U.S. Military Sealift Command's prepositioning fleet.



During a recent trip in Diego Garcia aboard the prepositioning ship *American Merlin*, Recertified Bosun **Tony Trikoglou** found some time to engage in one of his favorite hobbies. A number of his shipmates joined him in the fishy (but not peculiar) activity.

"We don't have much spare time, working seven days a week," noted the 33-year member of the SIU. "But when we do get a few hours off, a lot of us like to grab a fishing rod and play."

Trikoglou and other crewmembers from the U.S. Military Sealift Command's (MSC) fleet of prepositioning ships based in Diego Garcia occasionally rent one or more of the dozens of privately owned fishing boats at the small island in the British Indian Ocean Territories. "There are two sizes of boats. The bigger ones can take five people. They provide the rods, you provide the lures," noted Trikoglou, who graduated from the Paul Hall Center's bosun recertification program in 1985.

Last spring, Trikoglou and other unlicensed mariners as well as officers from the *American Merlin* (which is operated by Osprey Acomarit) enjoyed a number of bountiful catches. Trikoglou's hauls included a 32-pound barracuda and an 11-pound red snapper. He and others also caught wahoos and jacks. Most of the catches were cleaned and cooked by members of the

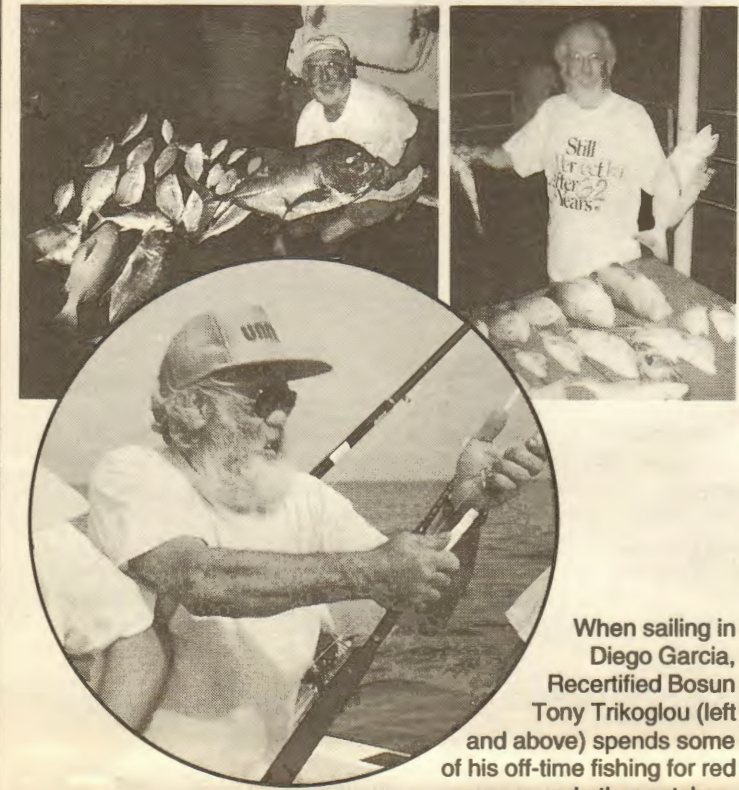
ship's steward department, and consumed by all who wished to partake.

"I've fished all my life," said Trikoglou, 62, who joined the SIU in Baltimore and who provided the photos accompanying this article. "It's something I truly enjoy."

But the bosun emphasized that he and his fellow Seafarers who sail aboard the ship anchored in Diego Garcia spend the vast majority of their time working, even as the temperatures there routinely exceed 100 degrees. "We have (military) exercises every two weeks and practice-convoys once a month. We do maintenance, repairs and other upkeep. But no matter what we're doing, safety is our top priority."

Trikoglou added that all crewmembers realize the importance of manning the prepositioning vessels, which must be ready to sail, fully loaded, at a moment's notice. The military's prepositioning fleet is comprised of privately owned American-flag ships under charter to MSC. Many of the ships are loaded with cargo for the U.S. Marine Corps.

During a recent visit to SIU headquarters, Trikoglou stated that he would like to continue sailing for "at least another year or two," even though he already has accumulated enough seetime to retire with a full pension. "I'm still healthy," he said. "What shall I do if I retire, sit and watch TV all day?"



When sailing in Diego Garcia, Recertified Bosun **Tony Trikoglou** (left and above) spends some of his off-time fishing for red snapper and other catches.



Chief Cook **Jeff Sanchez** displays 70 lbs. worth of catch after a recent fishing trip.



Bosun **Tony Trikoglou** lifts a 32-pound barracuda that he caught in May.



Oiler **Fred Gibson** hoists a 40-pound wahoo.



ABOVE: Grilling the day's catch and other food is Chief Steward **Wayne Wilson**. RIGHT: Chief Cook **Steve Dickson** keeps an eye on dinner.



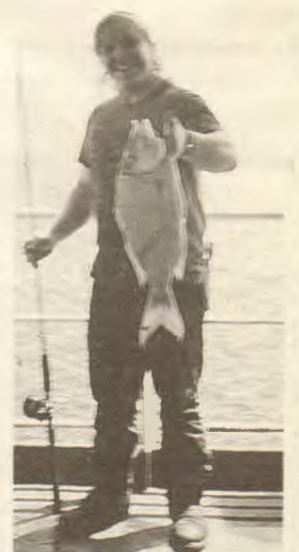
AB **Tim Duggan** tests his grip as he lifts a 30-pound barracuda.



Heading for the galley with a snack is Chief Steward **Charlie Foldan**.



AB **Jim Keevan** makes his contribution to the crew's fishy activity.



Pleased with catching a 15-pound red snapper is **OMU Pete Rice**.



Crewmembers aboard the *American Merlin* enjoy the fruits of their fishing labors during a cookout on deck.

The *American Merlin* is part of the prepositioning fleet stationed in Diego Garcia under charter to the U.S. Military Sealift Command.



**Maritime Briefs**

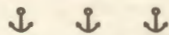
**USCG Designates Lightering Zone In Gulf for Single-Hull Tankers**

The U.S. Coast Guard recently ruled that single-hull tankers formerly banned from U.S. waters are now allowed to transfer their cargoes to smaller ships in a designated zone near Houston, Texas refineries.

Single-hull tankers would be allowed to lighter their cargoes in the South Sabine Point, a zone located 60 miles off U.S. shores. The Coast Guard also designated three other lightering zones in the Gulf of Mexico.

In the recent ruling, the Coast Guard stated that single-hull tankers will be allowed to transfer their cargoes in the South Sabine Point onto smaller, double-hull vessels that will take the imported oil into U.S. waters until 2015. Under the Oil Pollution Act of 1990, single-hull tankers are being phased out gradually from use in U.S. waters.

The other three zones are called Gulfmex, Offshore Pascagoula and Southtex. Gulfmex is located south of Louisiana, Offshore Pascagoula is south of the Alabama and Florida coasts, and Southtex is off the southern coast of Texas.



**Zebra Mussels Threaten California Agriculture**

Zebra mussels have invaded California waters and could spread to the state's vast agricultural irrigation system, according to a recent *Washington Post* report.

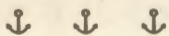
During the past nine months, state border checkpoint inspectors have found two instances where live zebra mussels have been attached to the water intakes of yachts being transported from the Great Lakes to California.

The speed at which the mussels breed may create a big danger to the Golden State's irrigation systems by getting into water lines and clogging them. Scientists report that zebra mussels would do very well in the warm waters of California.

The tiny, hard-shelled organisms first arrived in the United States via the Great Lakes from Europe's Caspian Sea in 1986 in the ballast of a European tanker. Within a few years they had infiltrated all the Lakes.

While the zebra mussel problem persists in shipping circles, it has spread to the waters across the country. They have caused numerous difficulties, including disrupting navigation by causing marker buoys to sink, ruining fishing nets and grounds, fouling beaches with sharp shells, and blocking water intake systems of many municipalities, utilities and factories. The mussels impede ships by causing increased drag, thereby lowering fuel efficiency. In addition, they harm native mussels and fish by consuming large amounts of algae.

Agricultural inspectors at the California border have found live or dead zebra mussels attached to a half-dozen boats arriving by truck from the Midwest since 1993.



**Unsafe Ships Detained In British Ports**

Eleven foreign ships were detained by British authorities in July after they failed safety checks.

Three of those detained were registered in Malta. Of the 11, three were general cargo ships, two were bulk carriers, one was a gas tanker and one was a chemical carrier.

Most of those vessels held in port had faulty life-saving equipment or expired certificates of operation. While the number of ships detained last month was lower than usual, Britain's Marine Safety Agency published the names of the ships in an effort to shame the owners into raising the safety standards of their ships. The agency began the practice of publishing the names of unsafe ships last year.

**Pulver Commissions Statue**



SIU Representative Ed Pulver (right) and artist Mykola Holody view the bust honoring Filipinos who fought side-by-side with American troops during World War II. Pulver received assistance from Carpenters' Local 6, which donated the base for the memorial. The statue, located in Jersey City, N.J., was unveiled July 30.

**Sacco and Fay Meet With Seattle Membership**



SIU President Michael Sacco and Secretary-Treasurer John Fay met with Seafarers in the Seattle hall during the July membership meeting. Gathered for a picture following the meeting are (from left) Fay, AB Joe Frometa, Patrolman Joe Mieluchowski, DEU Katherine Rivera, AB Allan McCoy, Sacco, AB Tillman Churchman, VP West Coast George McCartney and Asst. VP Bob Hall.

**Blessings for a Bountiful Year**



Warm weather brought thousands of spectators to the New Bedford, Mass. waterfront and dozens of boats into the harbor for the 26th annual ritual which pays tribute to those fishermen who have died during the past year and asks for protection, good luck and safe and bountiful seas for the year ahead. The highlight of this year's annual blessing of the fleet in New Bedford was the awarding of prizes for the best boat decorations. Following a parade of vessels, the top two places were captured by Seafarers-crewed fishing boats. The first prize went to the *Blue Seas II*, (above), owned and captained by Antonio Pereira. (It came in second place in last year's contest.) Second place this year was won by the *T. Luis*, owned and captained by Tony Santos.

**Senate Committee Clears U.S. Ship Bill**

*Continued from page 3*

port the merchant marine will enhance the economic, political and military security of our nation."

As was done when the House Merchant Marine Oversight Panel held a hearing on the subject on April 6, Sacco told the senators that maritime labor would work with them to pass maritime revitalization legislation.

**Vital for Military**

Also testifying during the July 27 Senate subcommittee hearing was the head of the U.S. Transportation Command, which oversees the movement of military cargo by land, sea and air.

U.S. Air Force General Robert L. Rutherford informed the subcommittee, "The commercial maritime industry has and will continue to play a major role in the Defense Transportation System—a government/industry partnership for national security.

"Just as we did in the [Persian] Gulf War, Somalia and, most recently, back to the Persian Gulf, we rely extensively on our commercial partners to support our worldwide commitments."

Rutherford also noted the military depends on the availability of trained civilian mariners to crew the military's prepositioning vessels, fast sealift ships and Ready Reserve Force vessels.

When he introduced S. 1139 to the Senate, Lott pointed out the legislation already had strong bipar-

tisan support from the bill's sponsors. They include Senators Ted Stevens (R-Alaska), Kay Bailey Hutchison (R-Texas), Olympia Snowe (R-Maine), Ernest Hollings (D-S.C.), Daniel Inouye (D-Hawaii), John Breaux (D-La.) and Barbara Mikulski (D-Md.). He added the proposal also is backed by the Clinton administration.

Snowe deemed the S. 1139 "very, very essential" during the committee session. "It is certainly long overdue and much needed. We need to have a strong maritime industry in this country, essential to our economic well-being," the Maine senator added.

Hutchison noted that she supported the bill because of the strong maritime influence in her state of Texas.

"We do want those jobs to remain American jobs," she told the committee.

Breaux stated that several administrations had worked on maritime revitalization legislation. "There is no other justification for having a strong merchant marine operating assistance program other than it is part of our national security. It's just that simple.

"It is much more efficient, much better, in every sense to have these commercial private ships available than having to have the Defense Department and Navy have these ships just sit up in drydock and spend millions of dollars keeping them there so they can be used in times of national emergency," he told his fellow senators.

No date for Senate action has been set.





## SIU Scholarships Offer Members, Spouses, Children Opportunities for College

Filling in the coupon below to receive a copy of the 1996 SIU scholarship program booklet just might be the start of something big—the opportunity for Seafarers and their spouses and dependent children to realize their educational goals.

Since the inception of the program in 1952, 242 scholarships have been awarded to Seafarers and their dependents, some of whom have gone on to become doctors, lawyers, engineers, pharmacists, librarians, teachers, computer specialists and scientists—most of whom have pointed out that without the SIU's help, they never would have had the opportunity to pursue their education.

This year, as in the past, the union will offer seven scholarships. Four \$15,000 awards will be set aside for spouses and dependent children of Seafarers and may be used at four-year colleges or universities. The other three will go to Seafarers; one in the amount of \$15,000, to be used over a four-year period, and two for \$6,000, which can be applied over a two-year time frame.

Eligibility requirements for all applicants are spelled out in the scholarship program booklet which also contains an application form.

Scholarships are awarded on the basis of secondary school records; the college entrance tests (Scholastic Aptitude Test or American College Test); college transcripts, if any; the applicant's autobiography, character references and extra-curricular activities.

Remember, it will take time to gather all the necessary information and paperwork by the April 15 deadline, so plan ahead. Applicants should also remember that in order for SAT or ACT test results to be available for inclusion in the scholarship application package, the tests must be taken by February 1996. (Applicants should take the appropriate test required by the college or trade school he or she plans to attend.)

April 15, 1996 is the deadline for sending in a completed application for review by the scholarship committee. This impartial panel of distinguished professional educators, appointed by the Board of Trustees of the Seafarers Welfare Plan, will—after studying the records and qualifications of all applicants—make the final awards in May or June of next year.

Scholarship recipients may use their awards at the institution of their choosing, as long as it is an accredited school in the United States or its territories, and provided also that the school offers standard academic, professional or vocational degrees or certification.

The scholarship program booklet describes the process in detail and contains instructions for Seafarers, their spouses and their sons and daughters who wish to be considered for one of the awards.

The opportunity is here. Take the first step toward a \$6,000 or \$15,000 scholarship by sending away for a copy of the current program booklet for yourself or a family member.

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

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

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

This application is for:  Self  Dependent

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

9/95

## World War II Maritime Poster Art Exhibit

While the World War II battlefields were located in Africa, Asia and Europe, Americans back home were made aware that they also were part of the war effort, thanks to the thousands of posters displayed in factories, businesses and many other locations.

A collection of 25 of these World War II-era posters dealing specifically with the merchant marine is on display at the Paul Hall Memorial Library at the Seafarers Harry Lunderberg School of Seamanship in Piney Point, Md. The posters are on loan from the collection of former Seafarer Rendich Meola, who sailed for three years as a deck engineer during the war.

The posters involved all aspects of the war—from urging workers to produce top quality goods for the soldiers in the field, to purchasing war bonds, to keeping quiet about any knowledge of troop or convoy movements. Many citizens of that era remember the posters for their graphic and colorful portrayal of life during the war years.

The exhibit, which opened at the library in July, will be on display indefinitely. The *Seafarers LOG* will highlight some of the posters from the exhibit in this and upcoming issues.



One recurring theme in the poster art was to alert citizens that enemy spies and saboteurs always were lurking nearby, and that even a seemingly small bit of information regarding convoys could prove useful to the enemy—and fatal to the Allies. Although history shows such warnings to have exaggerated the prevalence of enemy spies, the "don't talk" posters were among the most-often utilized throughout the war. This particular poster was printed by the Office of War Information (OWI).

As merchant shipping was a vital tool for the Allies, some of the posters were directed at recruiting merchant mariners. Many of these posters appeared in and around SIU halls. Thousands of SIU members sailed the dangerous convoys before, during and after the war, and some 1,200 SIU members were among the 7,000-plus merchant seamen who gave their lives during World War II. No matter the danger or the destination, merchant mariners answered their nation's call. The poster at right was printed by the U.S. Government Printing Office in 1944.



### Hard at Work in Retirement



Joseph "Frenchie" Fruge retired in December of 1994 in Louisiana, and is now keeping busy doing the things he likes best. The former deck department member and his wife, Geri, go fishing every chance they get. They also have a craft business. Frenchie does the cutting and assembly of wooden planters, birds and welcome signs while Geri paints the items. In photo above, Frenchie starts a new project in his home workshop.



# Decatur Workers Battle Union-Busting Companies

The battle for respectable wages, better working conditions and decent benefits continues to be waged by union members in Decatur, Ill. who are either on strike or have been locked out of their jobs by three major manufacturing companies.

Nearly seven percent of Decatur's workforce has been affected by the union-busting actions taking place at A.E. Staley Manufacturing, Caterpillar, Inc. and Bridgestone/Firestone Tires.

While members of the United Auto Workers (UAW) have been seeking a contract with Caterpillar since 1991, they walked out of the Decatur facility and three other factories on June 20, 1994 to protest illegal actions by the company.

The longest continuous job action in Decatur began two years ago when Staley locked out on June 27, 1993 some 760 Paperworkers when they refused accept the company's demands for reduced working conditions and lower benefits.

Rubber Workers recently announced they would end their 10-month strike against Bridgestone/Firestone and return to work without a contract. However, the company brought in thousands of replacement workers during the strike and continues to use the scabs rather than allow the striking workers to resume their jobs.

Trade unionists from all over the country have contributed time, money and much more to assist the Decatur workers. Rallies of support, attended by union members, labor officials and other supporters, have been held to focus the nation's attention on the plight of the affected workers as well as how these companies treat their workforce. Thousands participated in the latest march and rally, which took place June 25.

### State Lifting Tax Breaks

Because of the attention drawn to the unionists of Decatur, the state of Illinois has started actions designed to lift the tax breaks given to Staley for operating its plant in the city.

Staley, as well as Caterpillar and Bridgestone/Firestone, is located in the town's enterprise zone, where companies receive property tax abatements and credits on their state income taxes for keeping Decatur residents employed.

Last year, Staley received a tax break for purchasing new machinery. The reduction was contingent on Staley showing the equipment would save jobs. However, the machinery actually is designed to further automate the facility and reduce jobs, according to the Paperworkers.

The lockout at Staley began when union members refused to sign a contract imposing 12-hour rotating shifts, cuts in health benefits and safety conditions as well as allowing work to be subcontracted.

Staley, a maker of corn sweeteners and starches, imposed the lockout as part of its drive to slash hundreds of jobs.

This July, the union members once again rejected a give-back contract proposal. Union leaders criticized the package for failing to address bargaining issues at the heart of the long dispute. The union was especially unsatisfied with the company's continued demands for unlimited rights to subcontract jobs as well as 12-hour rotating shifts.

### Consumer Campaign Begins

Following the rejection of the company's offer, the locked-out workers escalated their campaign against one of Staley's biggest customers—Pepsi Cola—which accounts for up to 30 percent of Staley's sales of corn sweeteners.

In an attempt to publicize Pepsi's connection to the Staley lockout and bring an end to the situation, workers organized "Action on Pepsi Weekend," August 25-27. According to the union, the campaign against Pepsi has generated thousands of consumer protests demanding that the beverage giant stop using Staley sweeteners.

A similar union campaign against Miller Beer Co. led to the brewer's announcement last October that it would no longer buy sweeteners from Staley.

### Rubber Workers Seek to Return

While the actions by the Paperworkers continue, members of the United Rubber Workers are trying to go back to work without a contract following their 10-month strike.

The Rubber Workers stated they would return to the plant following the National Labor Relations Board's (NLRB) rejection of a union complaint that the strike was over unfair labor practices. (Due to a loophole in the law, it is legal for an employer to permanently replace striking workers if it is decided by the NLRB that the dispute is not over unfair labor practices.)

More than half the 4,000 union workers were permanently replaced as a result of the strike; however, the company has called back some of the former workers. There are still more than 20 charges filed with the NLRB against the company by the union. Bridgestone/Firestone remains under an international AFL-CIO boycott.

### UAW, Caterpillar Resume Talks

In an attempt to gain a contract for the first time in four years, members of the UAW and Caterpillar in late August held their first talks in months.

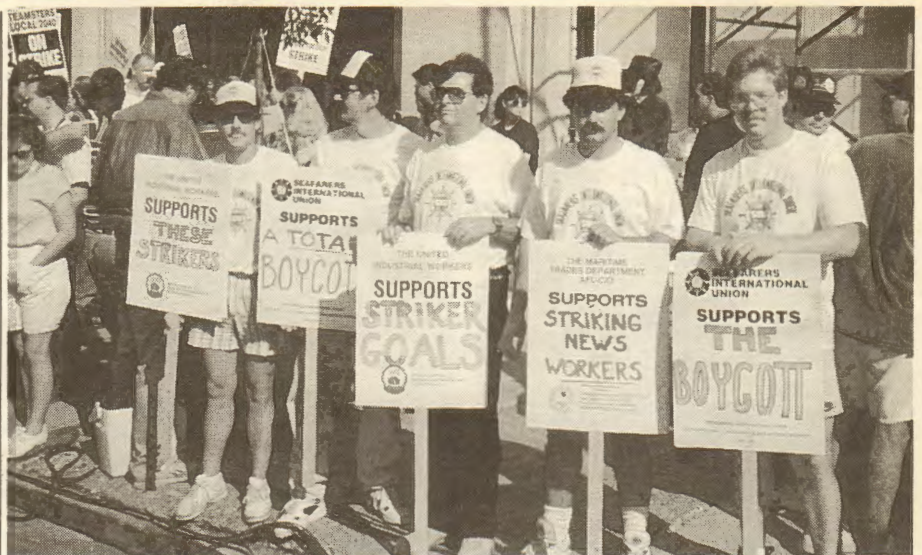
Thousands of UAW members at eight Caterpillar facilities in Decatur and Peoria, Ill. and Denver and York, Penn. have been on strike since June 20, 1994, to protest illegal actions by the company.

Four years ago, UAW members walked out of factories in the three states after their old agreement expired and contract negotiations between the union and the company stalled. That strike—the first of 11 since 1991—lasted 163 days. Union members returned to work without a contract. Union officials have been attempting to negotiate a fair contract ever since.

From the time the workers returned to the Caterpillar plants without a union contract, the company's illegal campaign against the UAW and its members has resulted in a record 130 unfair labor practice charges issued by the NLRB against Caterpillar, the world's leading manufacturer of heavy-construction equipment. No U.S. company has ever been charged with so many violations of U.S. labor law.

Since the June 1994 strike began, Caterpillar has employed a makeshift workforce of managers, retirees, temporary workers and new hires. Because the strike was called due to the company's unfair labor practices, the workers cannot be lawfully permanently replaced.

In May, a U.S. Court of Appeals agreed to allow striking UAW members to participate in Occupational Safety and Health Administration (OSHA) inspections of the Caterpillar plants. OSHA has issued more than 70 citations against the company, with fines totalling in excess of \$500,000.



Seafarers join with other trade unionists, family members and friends to show their support for the 2,500 striking *Detroit News* and *Detroit Free Press* workers. On the picket line are (from left) Bosun John Hickey, Wheelsman Walter Szelag, AB Alan Maury, OS Mike Davis and OS Robert Burns.

# Striking Newspaper Workers Supported by SIU Members

Seafarers were among a crowd of 5,000 trade unionists, families and friends who turned out in support of 2,600 striking workers of the *Detroit Free Press* and the *Detroit News*.

In the sweltering heat of July 17, SIU members joined with other supporters to fill the street in front of the *Detroit News* building to demand a fair contract for members of six unions represented by the Metropolitan Council of Newspaper Unions. Newspaper workers on strike include drivers, circulation employees, reporters, photographers, mailers, copy editors, artists, graphic workers, press operators, printers and engravers.

Algonac Patrolman Tim Kelley noted that the SIU is actively supporting all the striking newspaper workers. "The picket lines are really strong," Kelly stated. "Many of our members are going into Detroit on their time off to walk the lines with the striking workers. We are supporting the strike 100 percent and hope that a settlement will be reached soon."

"In supporting the unions involved, we are showing our solidarity—an injury to one is an injury to all," the patrolman added.

### Contract Expired April 30

The workers went on strike July 13 after negotiations failed to formulate a new agreement. Contracts expired April 30 at the *News*, *Free Press* and the jointly-owned Detroit Newspaper Agency, which is responsible for the non-editorial activities of the two papers.

Management at the two papers is demanding an end to overtime pay; 200 job cuts; concessions on health care, sick leave and vacation; restrictions on the grievance procedure; shifting of some full-time jobs to part time without benefits; and the elimination of 1,600 news carriers.

Since the strike began, the companies

have continued to publish the papers using scab workers who have been recruited from around the country. Gannett owns the afternoon *Detroit News* and Knight-Ridder owns the morning *Detroit Free Press*. The two companies have hired non-union workers from other newspaper affiliates across the country to replace the striking union members. However, the newspapers have had trouble getting out to the streets. According to the striking unions, only 25 percent of the normal circulation of both papers has been delivered since the beginning of the strike.

### Stores Pull Ads

By July 21, more than 130 advertisers (roughly 90 percent) had pulled their advertisements from the papers in support of the striking workers.

Dana Houle, an SIU field representative from the port of Algonac, is currently a member of a committee assisting the striking workers. Committee members have visited more than 300 gas stations and convenience stores in the Detroit area, passing out leaflets and encouraging community support for the strike effort. Approximately 200,000 readers already have canceled their subscriptions, and most Detroit-area store owners no longer sell the papers.

### Council Creates Fund

At its summer meeting in Chicago, the AFL-CIO Executive Council created a \$1 million fund to assist the striking newspaper workers who are not currently receiving strike benefits. The federation contributed \$100,000 and affiliated unions have promised to raise the remainder.

The executive council also approved a plan to use the AFL-CIO's reserve fund to provide interest-free loans of up to \$1 million to any union involved in the strike whose emergency fund is depleted.



Joining their fathers on the picket line of striking newspaper workers are Shane Thoruton (left), son of Tugman Don Thoruton, and Dan Kelley, son of SIU Patrolman Tim Kelley.



# Crusader Crew Keeps Ship Steaming Along

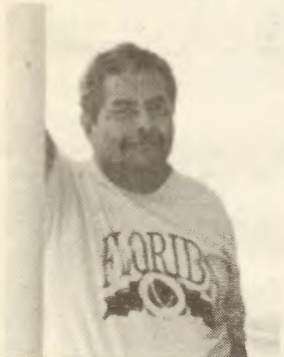
Steaming into San Juan harbor is no different from entering any other port for the crew of the *Sea-Land Crusader*.

Tying up means the deck crew will be busy handling loading and offloading operations, the engine department will check on the wear and maintenance of the vessel's steam power plant, and the galley gang will prepare the day's meals.

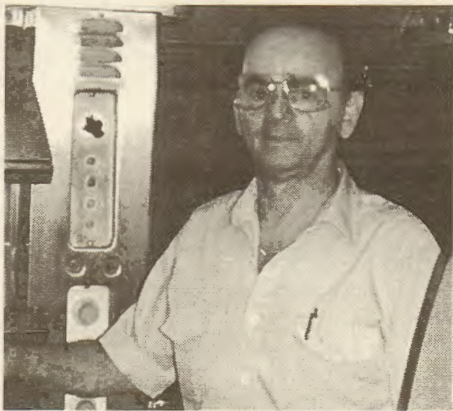
Santurce Port Agent Steve Ruiz, who took these photographs after meeting with the crew, noted all was going well for SIU members sailing on the *Sea-Land Crusader* during its recent visit to Puerto Rico.

The vessel, built in 1969, is a 700-foot containership capable of speeds of up to 21 knots. It can carry both 20- and 40-foot containers.

The *Sea-Land Crusader* is on the "Americas' Service" run which transports cargo between San Juan, P.R.; the Dominican Republic; Kingston, Jamaica; New Orleans; Jacksonville, Fla.; and Elizabeth, N.J. every 28 days.



AB Angel Toucet stands watch on the deck of the *Sea-Land Crusader* during cargo operations in the port of San Juan, P.R.



Steward/Baker Nick Andrews checks on a cake in the oven aboard the *Sea-Land Crusader*.



SA Luis Rivera (left) and Chief Cook Leopold Ruiz prepare dinner for crewmembers aboard the *Sea-Land Crusader*.



Guiding an arm for a crane to unload containers from the *Sea-Land Crusader* while it docked in the port of San Juan, P.R. are (from left) engine department member Rafael Vergara, Chief Electrician Marcial Pedro, AB Antonio Rodriguez, Bosun Luis Perez and engine department member Jose Zayas.



AB Kirk Cully attends a shipboard union meeting after signing on the *Sea-Land Expedition* in the port of Norfolk, Va.

## Seafarers Return to Sea-Land Expedition Following Layup

Seafarers returned to the *Sea-Land Expedition* recently after the containership had been laid up in Norfolk, Va. for repairs.

In preparation for the next voyage, crewmembers took on fresh stores, loaded cargo and performed routine maintenance.

Port Agent Mike Paladino met with the crew shortly before the vessel returned to service. He answered questions raised by the members concerning the contract, medical benefits and other union matters. He also reviewed maritime legislation pending in Congress.

The 670-foot *Sea-Land Expedition* then left port to resume its 28-day run between the Atlantic and Gulf coasts and the island of Puerto Rico.



Chief Steward Eddie Vazquez (left), SA Jose Padilla and Chief Cook Mike Robles sign on the *Sea-Land Expedition* in the port of Norfolk, Va. following a short layup.



During a union meeting aboard the *Sea Land Expedition* in the port of Norfolk, Va. are (from left) AB Robert Diez, Chief Electrician Tony Negron and OMU Joe Perez.



# Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	35	21	10	15	18	3	11	70	49	12
Philadelphia	3	6	2	4	3	0	2	2	8	4
Baltimore	4	7	3	3	5	1	2	10	18	2
Norfolk	16	13	10	15	7	5	14	23	25	11
Mobile	14	14	2	6	9	1	5	23	26	3
New Orleans	21	19	2	17	24	1	16	31	36	7
Jacksonville	29	16	5	27	12	2	11	53	33	6
San Francisco	23	30	3	20	8	0	11	44	45	7
Wilmington	19	13	5	8	9	2	4	31	42	9
Seattle	23	24	1	25	18	0	12	46	45	3
Puerto Rico	12	2	5	10	1	0	6	17	3	8
Honolulu	7	15	7	7	11	3	1	8	25	11
Houston	30	28	1	28	22	2	11	39	40	10
St. Louis	0	1	0	0	1	0	0	1	3	0
Piney Point	2	5	1	1	1	0	1	1	6	1
Algonac	1	1	0	1	1	0	0	0	2	0
<b>Totals</b>	<b>239</b>	<b>215</b>	<b>57</b>	<b>187</b>	<b>150</b>	<b>20</b>	<b>107</b>	<b>399</b>	<b>406</b>	<b>94</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENGINE DEPARTMENT</b>										
New York	14	15	1	7	8	1	3	41	35	5
Philadelphia	3	5	0	1	7	0	0	5	5	0
Baltimore	2	7	1	1	5	0	5	4	8	3
Norfolk	7	7	3	3	6	1	1	11	11	5
Mobile	6	5	0	8	7	0	2	12	12	1
New Orleans	18	22	2	10	12	1	4	28	30	6
Jacksonville	11	19	0	12	10	0	9	23	34	1
San Francisco	10	17	0	7	8	0	3	26	30	2
Wilmington	6	11	6	1	9	1	4	18	18	8
Seattle	15	17	0	8	9	0	11	30	24	0
Puerto Rico	2	3	0	2	2	0	1	4	4	2
Honolulu	0	9	3	1	5	3	4	5	19	9
Houston	7	11	1	11	17	1	5	23	19	3
St. Louis	0	3	0	0	0	0	0	1	5	0
Piney Point	1	5	1	1	2	0	0	3	10	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>102</b>	<b>156</b>	<b>18</b>	<b>73</b>	<b>107</b>	<b>8</b>	<b>52</b>	<b>234</b>	<b>264</b>	<b>46</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>STEWARD DEPARTMENT</b>										
New York	14	11	2	12	5	1	8	28	20	1
Philadelphia	0	1	1	0	1	0	0	0	3	2
Baltimore	4	2	1	0	1	0	0	4	2	1
Norfolk	3	5	3	2	2	2	1	5	12	2
Mobile	7	4	0	5	2	0	1	14	8	1
New Orleans	11	14	2	3	6	0	4	20	18	3
Jacksonville	8	5	1	6	3	1	6	23	12	4
San Francisco	38	12	0	14	2	1	8	71	23	1
Wilmington	11	10	1	12	0	1	10	20	17	2
Seattle	15	3	0	14	3	0	4	33	10	1
Puerto Rico	1	1	1	3	1	0	0	5	2	1
Honolulu	14	11	7	8	2	1	8	23	19	16
Houston	12	10	0	18	4	0	3	19	15	1
St. Louis	0	0	0	0	0	0	0	0	0	0
Piney Point	4	3	1	1	2	0	0	7	5	2
Algonac	0	1	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>142</b>	<b>93</b>	<b>20</b>	<b>98</b>	<b>34</b>	<b>7</b>	<b>53</b>	<b>272</b>	<b>167</b>	<b>38</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENTRY DEPARTMENT</b>										
New York	13	25	5	4	19	1	0	23	55	25
Philadelphia	1	2	3	0	3	1	0	2	1	3
Baltimore	1	8	3	1	2	0	0	1	12	7
Norfolk	1	9	9	1	4	8	0	1	18	21
Mobile	2	15	0	0	4	0	0	2	33	2
New Orleans	5	19	9	4	14	5	0	8	33	23
Jacksonville	2	15	7	1	2	1	0	5	35	13
San Francisco	6	25	13	3	8	2	0	21	43	24
Wilmington	3	11	5	3	4	2	0	11	34	26
Seattle	9	17	3	8	11	1	0	10	34	12
Puerto Rico	4	7	8	1	3	0	0	9	11	16
Honolulu	0	24	34	2	10	2	0	8	77	126
Houston	0	17	2	2	15	0	0	3	24	9
St. Louis	0	2	0	0	0	0	0	0	4	0
Piney Point	1	24	0	0	16	0	0	1	16	3
Algonac	0	0	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>48</b>	<b>220</b>	<b>101</b>	<b>30</b>	<b>115</b>	<b>23</b>	<b>0</b>	<b>105</b>	<b>432</b>	<b>310</b>

<b>Totals All Departments</b>	<b>531</b>	<b>684</b>	<b>196</b>	<b>388</b>	<b>406</b>	<b>58</b>	<b>212</b>	<b>1,010</b>	<b>1,269</b>	<b>488</b>
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\* "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.

## October & November 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

**Piney Point**  
Monday: October 2, November 6

**New York**  
Tuesday: October 3, November 7

**Philadelphia**  
Wednesday: October 4, November 8

**Baltimore**  
Thursday: October 5, November 9

**Norfolk**  
Thursday: October 5, November 9

**Jacksonville**  
Thursday: October 5, November 9

**Algonac**  
Friday: October 6; Monday, November 13\*  
*\*changed by Veterans' Day holiday*

**Houston**  
Monday: October 9, November 13

**New Orleans**  
Tuesday: October 10, November 14

**Mobile**  
Wednesday: October 11, November 15

**San Francisco**  
Thursday: October 12, November 16

**Wilmington**  
Monday, October 16, November 20

**Seattle**  
Friday: October 20, November 24

**San Juan**  
Thursday: October 5, November 9

**St. Louis**  
Friday: October 13, November 17

**Honolulu**  
Friday: October 13, November 17

**Duluth**  
Wednesday: October 11, November 15

**Jersey City**  
Wednesday: October 18, November 22

**New Bedford**  
Tuesday: October 17, November 21

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

### Personals

**ELEFOTHERIS KARAOGLANIS**  
Please contact your sister, Christine Purvey, or your nephew, Bob Purvey, at (818) 883-1376.

**DAVID LEE "Sonny Boy" MULLER**  
Anyone knowing the whereabouts of David Lee Muller, please contact his cousin, Janie Bovain Jenkins, at 327 Broward Street, Jacksonville, FL 32204; or telephone (904) 388-7892. Mr. Muller shipped from the port of New York and would be approximately 65 years old. Ms. Jenkins last heard from him between the spring and summer of 1945.

**GARY W. VANSTADEN**  
Please contact the postmaster at the Aylett, Va. Post Office regarding your mail. He may be reached at (804) 769-3306. Ask for Postmaster Stewart Edwards.

**FRANK WONG**  
Anyone knowing the whereabouts of Frank Wong, formerly of 3rd Avenue in San Francisco, Calif. and a former crewmember aboard the *General Meigs*, is asked to please contact Sam H. Boykin at 15055 East Highway 20, Clearlake Oaks, CA 95423.

### Correction

A photo on page 13 of the August 1995 LOG was misidentified. The caption should have read: Larayne Koide (right), secretary at the Honolulu hall, assists QMED Bob Powers with his registration.

### Notice

#### NEW MERCHANT MARINE VETERANS CHAPTER BEING FORMED

The High Seas Mariners Chapter of the Philadelphia area is now being formed and is looking for WWII merchant mariners, members of Public Health Services who treated U.S. seamen, Navy Armed Guards who served on merchant marine vessels, members of any U.S. armed services with a DD-214, widows of veterans with a DD-214 and present day seamen. The chapter will be a very active one with luncheon meetings, field trips, social events and other gatherings. For more information, call John J. Corbett at (215) 659-9297 or Captain Frank L. Darling at (215) 324-3486.



**Seafarers International Union Directory**

Michael Sacco  
President  
John Fay  
Secretary-Treasurer  
Joseph Sacco  
Executive Vice President  
Augustin Tellez  
Vice President Contracts  
George McCartney  
Vice President West Coast  
Roy A. "Buck" Mercer  
Vice President Government Services  
Jack Caffey  
Vice President Atlantic Coast  
Byron Kelley  
Vice President Lakes and Inland Waters  
Dean Corgey  
Vice President Gulf Coast

**HEADQUARTERS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division  
(415) 861-3400

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

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

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

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

**Dispatchers' Report for Great Lakes**

JULY 16—AUGUST 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	16	4	0	52	12	0	31	13
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	9	4	0	12	7	0	14	4
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	5	1	0	13	13	0	7	1
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	18	23	0	0	0	0	36	50
<b>Totals All Departments</b>	<b>0</b>	<b>48</b>	<b>32</b>	<b>0</b>	<b>77</b>	<b>32</b>	<b>0</b>	<b>88</b>	<b>68</b>

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

**Dispatchers' Report for Inland Waters**

JULY 16 — AUGUST 15, 1995

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	3	0	0	4	0	0	14	2	0
Gulf Coast	3	2	5	1	1	0	4	5	6
Lakes & Inland Waters	34	14	0	15	3	0	22	16	0
West Coast	2	1	14	32	2	8	9	4	29
<b>Totals</b>	<b>42</b>	<b>17</b>	<b>19</b>	<b>52</b>	<b>6</b>	<b>8</b>	<b>49</b>	<b>27</b>	<b>35</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes & Inland Waters	13	9	0	13	1	0	9	12	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>1</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	4	0	0
Gulf Coast	0	2	2	0	0	1	0	3	2
Lakes & Inland Waters	5	3	0	2	1	0	9	10	0
West Coast	0	0	4	0	0	1	0	0	12
<b>Totals</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>13</b>	<b>13</b>	<b>14</b>
<b>Totals All Departments</b>	<b>63</b>	<b>31</b>	<b>25</b>	<b>68</b>	<b>8</b>	<b>10</b>	<b>73</b>	<b>53</b>	<b>50</b>

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

**LOG to Print Personal Holiday Greetings**

One of the more popular features in the *Seafarers LOG* is included each year in the December issue: holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

In order to have a holiday message included in the December issue, it must reach the *Seafarers LOG* by Monday, November 13, 1995.

Simply PRINT or TYPE (in 25 words or less) the message in the space provided at right. All (legible) greetings that are written in the holiday spirit will be included if they are received in time. (Please, no more than three entries per person.) Photographs also are welcome.

Holiday greetings should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. After November 1, facsimile copies also will be accepted at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman at a vessel's payoff.

To ensure that your holiday greeting is printed, please be sure all information is printed clearly.

**HOLIDAY MESSAGE**

(PLEASE PRINT OR TYPE)

To: \_\_\_\_\_

From: \_\_\_\_\_

Message: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

Check the block which describes your status with the SIU:  
 Active Seafarer  Family Member of Active Seafarer  
 Retired Seafarer  Family Member of Retired Seafarer

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the *LOG* office by Monday, November 13, 1995.



**F**ourteen Seafarers have retired this month after having spent many years on the world's oceans and U.S. waterways.

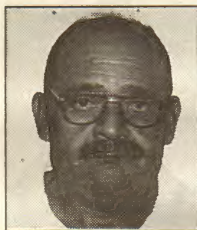
Ten of the retiring merchant mariners sailed in the deep sea division; two navigated the inland waterways, and two worked in the Railroad Marine division.

Among those joining the ranks of SIU pensioners are **Frank Costango**, who completed the steward recertification course, and **William P. Cronan**, who graduated from the bosun recertification course. Both of the classes were held at the Lundeberg School in Piney Point, Md.

Nine of the retiring Seafarers served in the U.S. military—four in the Army, four in the Navy and one in the Air Force.

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

**DEEP SEA**



**BENITO A. CAMACHO**, 59, began sailing with the Seafarers in 1968 from the port of New York.

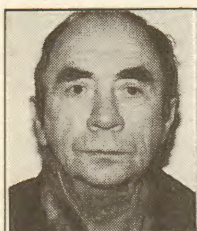
He shipped in both the deck and steward departments and upgraded at the Lundeberg School in Piney Point, Md. Brother Camacho has retired to his native Puerto Rico.

**FRANK COSTANGO**, 68, started his career with the SIU in 1963 in the port of New York.



Brother Costango sailed in the steward department. He upgraded at the Lundeberg School, completed the steward recertification course there in 1980 and served as manager of food services at the facility for a year. From 1944 to 1946, he served in the U.S. Army. Born in Delaware, Brother Costango now makes his home in Florida.

**WILLIAM P. CRONAN**, 70, joined the union in 1947 in the port of New York. Brother Cronan sailed as a member of the deck department and graduated from the Andrew Furuseth Training School in 1960. He upgraded regularly at the Lundeberg School and graduated from the bosun recertification course there in 1983. Brother Cronan continues to live in his native Pennsylvania.



**JAMES A. DOBLOUG**, 65, began sailing with the Seafarers in 1969 from the port of New York.

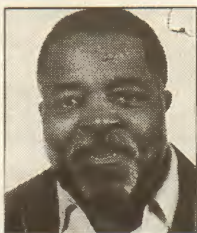
The New York native sailed in the engine department, most recently as a QMED. He upgraded frequently at the Lun-

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

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

deberg School. From 1947 to 1952, he served in the U.S. Navy. Brother Dobloug currently resides in Norway.

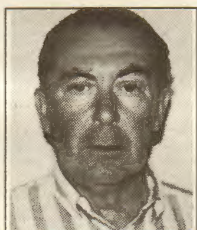
**ROBERT HUNTER JR.**, 66, graduated from the Santa Rosa, Calif. steward training school in 1969 and joined the Marine Cooks and Stewards in the port of San Francisco before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Hunter upgraded to chief steward at the Lundeberg School. He served in the U.S. Navy from 1945 to 1968. Born in Texas, Brother Hunter now makes his home in California.



**NAJI MATRAHI**, 59, started his career with the SIU in 1965 in the port of Baltimore. He sailed as

a member of the steward department. Born in Arabia, Brother Matrahi became a naturalized U.S. citizen. He has retired to Maryland.

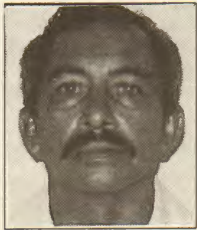
**WILLIAM R. MILLER**, 65, began sailing with the Seafarers in 1956 from the port of Philadelphia. He upgraded his deck department rating at the Andrew Furuseth Training School in 1958. The Pennsylvania native last sailed as a bosun. Brother Miller calls Pennsylvania home.



**ALI H. MOHAMED**, 55, joined the union in 1963 in the port of Seattle. He sailed as a

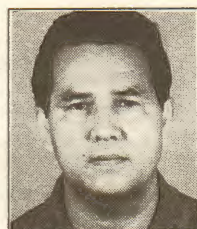
member of the steward department. Born in Arabia, he became a naturalized U.S. citizen. Brother Mohamed has retired to California.

**JOSE A. RUIZ**, 66, began sailing with the SIU in 1960 from the port of Houston. Brother Ruiz sailed in the deck department and upgraded regularly at the Lundeberg School. He last sailed



as a bosun. From 1950 to 1952, Brother Ruiz served in the U.S. Army. A native of Puerto Rico, he retired to the island of his birth.

**CHARLIE A. WILLIAMS**, 66, started his seafaring career with the union in 1966 from the port of San Francisco. Brother Williams shipped as a member of the engine department. From 1956 to 1961, he served in the U.S. Navy. Brother Williams lives in his native Philippines.



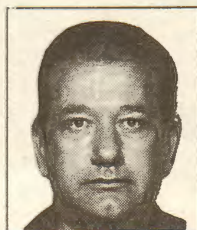
**INLAND**

**CECIL J. MARLOW**, 68, began his career with the SIU in 1972 in the port of Houston. The Florida native sailed in both the steward and engine departments. From 1944 to 1945, he served in the U.S. Army. Boatman Marlow is a Florida resident.

**SAMUEL G. MORMANDO**, 62, joined the Seafarers in 1974 in the port of Norfolk, Va. He sailed in the engine department, most recently as a chief engineer. He served in the U.S. Navy from 1950 to 1973. Born in New Jersey, Boatman Mormando now lives in Virginia.

**RAILROAD MARINE**

**BERNARD BUCHANAN**, 63, joined the Seafarers in 1959 in the port of Norfolk, Va. The Virginia native sailed in the deck department, working primarily for Chesapeake & Ohio Railroad. From 1950 to 1951, he served in the U.S. Air Force. Brother Buchanan continues to reside in Virginia.



**JOSEPH C. CASAZZA**, 72, started his career with the SIU in 1959 in the port of New York. He sailed as

a member of the deck department, working mainly for Erie-Lackawanna Railroad Co. Brother Casazza served in the U.S. Army from 1942 to 1945. Born in New Jersey, Brother Casazza makes his home in Iowa.

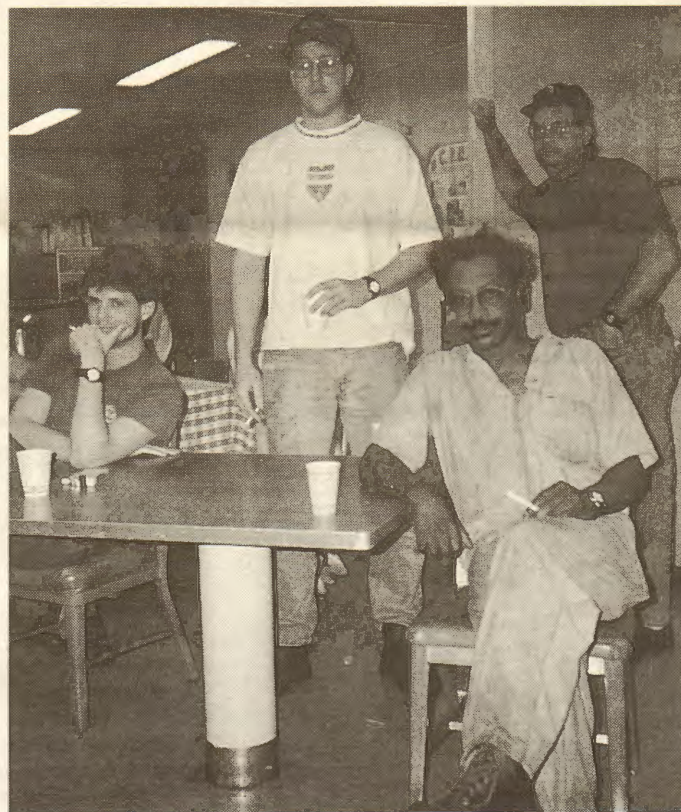
**Shipboard Meeting Provides  
Gopher State Seafarers  
With Update from States**



Morale is good aboard the *Gopher State*, according to SIU Assistant Vice President Bob Hall, who recently got a chance to board the vessel in Guam and meet with its crewmembers.

Being in such a remote location, Seafarers naturally were interested in hearing the latest information regarding job security for U.S. merchant mariners, particularly news about the export of Alaskan oil and maritime revitalization. Hall also answered questions posed to him on everything from benefits coverage to how SPAD can improve job security for all SIU members.

Operated by InterOcean Management Company (IOM), the *Gopher State* is one of the Military Sealift Command's fleet of prepositioning vessels—ready to sail to at a moment's notice to wherever it is needed.



It was standing room only on board the *Gopher State* during the recent union meeting. Engine department members in attendance include, from left, Wiper Chad Flunarty, Oiler Randy Pearson, Chief Electrician Jim Demouy and OMU Bill Cassel.



During a shipboard meeting in Guam, SIU Asst. Vice President Bob Hall was able to update crewmembers on the state of the maritime industry. Taking part in that meeting are, from left, AB Tony Carvalho, OS Bob Gaudreau, Bosun Bob Wilson, SA Stan Ellis and AB Milton Graham.





Carting their personal belongings through the passageways of the soon-to-be-refurbished crew quarters aboard the *SS Constitution* are (from front to rear) Cabin Attendant Rachel Schweirer, Cocktail Server Heidi McLaughlin and Chief Refrig. Maintenance Tai-Ming Tung.



During one of the meetings held in the Honolulu hiring hall to inform *Constitution* crewmembers of their employment and upgrading options during the vessel's year-long layup, (from left, front row) Waiter Frank Krushinski and Cabin Attendants Rhonda Rigsby and Deidre O'Neill review paperwork.

## Seafarers Prepare for Year-Long Refurbishing of Passenger Ship

Seafarers signing off the *SS Constitution*, before it began a year-long layup for refurbishing, received assistance on employment and upgrading opportunities from the union's hiring hall in Honolulu.

Representatives from the hall had met with them several times aboard the American Hawaii Cruises passenger ship to let them know they could sail aboard the *Constitution's* sister cruise ship, the *SS Independence*, register to work aboard other SIU-crewed vessels or attend classes to upgrade their skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Port Agent Neil Dietz continued to hold special meetings at

the union hall following the members' discharge from the cruise ship to keep them apprised of all their options.

However, work did not stop for the *Constitution's* Seafarers when the last passengers left the vessel in early July. Approximately 200 members, from all three departments, remained aboard for about two weeks to make sure everything in their areas was cleaned, stowed and locked up.

Because the vessel would still have to sail to the shipyard in Portland, Ore., a barebones crew of Seafarers in all three departments stayed aboard to carry out their normal routines while the vessel was crossing the Pacific. They remained on the ship for an

additional week in the shipyard to secure all hatches, seal refrigerated areas and bring all systems down, including the main power plant.

American Hawaii Cruises plans for refurbishing to begin first on the decks, swimming pools and crew quarters of the *Constitution*. Later, the vessel will undergo renovations and redecoration of all passenger cabins, public areas and stairways. The ship's electrical, air conditioning and plumbing systems also will be ungraded during this period in the shipyard.

The *Constitution* is not expected to return to service until next summer. The *Independence* underwent a similar upgrading during 1994.

The sign at the entrance to the hall in Honolulu indicates the SIU's preparation to assist crewmembers disembarking from the laid-up *Constitution*.



Dispatcher B.J. Baker (left) assists Cabin Attendant Deborah Calderwood to register at the Honolulu hall after the *Constitution's* layup.



With necessary paperwork in hand, Cocktail Server Sarah Rotter-Canon makes her way off the vessel.



The crew payoff was well organized and went very smoothly at the company's dockside loading warehouse.

## Long Lines Operation Deemed 'A Memorable Experience'

A two-month assignment to lay and repair a trans-Pacific cable off the coast of California provided Seafarers and outside engineers working aboard the cable ship *Long Lines* the opportunity to learn more about each others' jobs, thus making it a more memorable trip, according to a letter from the vessel's deck storekeeper, Gary J. Rhyne.

The *Long Lines* was loaded with an unmanned robot submarine as well as the equipment and engineers to operate it. Meanwhile, Seafarers aboard the ship were in charge of operating the *Long Lines* and maintaining the vessel's position when the submarine was placed in the ocean to handle the cable operation. The engineers maneuvered the submarine from its controls on the deck of the cable ship.

The cable, known as Trans-Pacific Cable #5 (TPC-5), runs along the continental shelf. In order to keep it from

being pulled up by other seagoing operations, the cable is buried by the remote arms of the submarine. When the cable breaks or is uncovered, the submarine is called out aboard an SIU-crewed Transoceanic Cable Ship, like the *Long Lines*, to take care of the situation.

Because of the time together on the *Long Lines*, the mariners and engineers got to know each other better, Rhyne reported. "By the end of the cruise, we all had nicknames. And we were calling ourselves the TPC-5 SCARABIANS."

(The name SCARABIANS refers to the term used for these missions—SCARAB—which stands for Submersible Craft Assist, Repair And Burial.)

"It was a tough job in the choppy winter waters off the northern California coast, but it was a memorable experience for everyone involved," Rhyne stated.



Gathering on the fantail of the *Long Lines* to celebrate a successful mission to rebury a trans-Pacific cable are the ship's crewmembers and SCARAB engineers.



# 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.

**STONEWALL JACKSON** (Waterman Steamship), January 29—Chairman Carl Lineberry, Secretary Ernest Hoitt, Educational Director Wayne McKeenan, Deck Delegate John Lewis, Engine Delegate Cres Suazo, Steward Delegate John Bennett. Chairman announced trip through Suez Canal to Newport News, Va. and New Orleans. Secretary advised members of availability of union forms on board vessel. Educational director discussed shipboard policies and encouraged members to upgrade at Piney Point. Treasurer announced \$480 in movie fund. No beefs or disputed OT reported. Crew requested ice machine and larger refrigerator. Galley gang thanked for excellent job.

**NUEVO SAN JUAN** (NPR, Inc.), May 18—Chairman William Card, Secretary Marvin St. George, Educational Director S. Moore, Deck Delegate Ray Fernandez, Engine Delegate Manuel Holguin. Chairman reported vessel scheduled for shipyard stay. He reminded crew to return room keys and clean quarters before signing off. Secretary advised crewmembers to "think safety" at all times. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done.

**AMERICAN CORMORANT** (Osprey Shipping), June 25—Chairman Vernon Huelett, Secretary D.K. Goggins, Deck Delegate Matt Dimm, Steward Delegate Robert Wright. Crew discussed rusty water coming from ship's pipes and requested water filters for galley and wash room. Bosun advised crew that head-quarters had been notified of problem and it is being looked into. Chairman asked contracts department for copy of standard agreement. Secretary asked for information concerning reflagging of Sea-Land ships and current update of union activities from head-quarters. Educational director reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested new washer and dryer for laundry room. Members thanked galley gang members Goggins and Wright for providing excellent meals and SA Sallis Tifaro for job well done keeping house clean.

**CHARLES L. BROWN** (Transoceanic Cable), June 23—Chairman Roger Reinke, Secretary Kenneth Hagan, Educational Director Faustino Pereira, Engine Delegate Ernest Cox, Steward Delegate Charlfred Autrey. Chairman advised crew of five-day cable exercise scheduled for end of July. Educational director encouraged members to attend tanker operations course at Piney Point. Crew requested cooler for deck. Members discussed shipboard smoking policy. No beefs or disputed OT reported. Steward department announced bottled water received for drinking and noted chair in lounge being reupholstered. Steward department thanked for weekly cookouts. Next port: St. Thomas, U.S.V.I.

**CHARLESTON** (Apex Marine), June 22—Chairman Anthony Maben, Secretary German Rios, Educational Director Moses Mickens Jr., Deck Delegate Juan Ayala, Engine Delegate Chris Clements, Steward Delegate James Harris. Chairman announced ship payoff upon arrival in port. Secretary urged members to write congressmen and ask them to stop flagging-out of American ships. Educational director reminded members to enroll in tanker operations course at Piney Point. No beefs or disputed OT reported. Next port: Charleston, S.C.

**OOCL INNOVATION** (Sea-Land Service), June 25—Chairman Allan Rogers, Secretary Jonny Cruz, Educational Director R. Tannis, Deck Delegate Joerg Witte, Engine Delegate Martin Kimmel, Steward Delegate Benigno Santos. Chairman noted upcoming payoff in Charleston, S.C. He discussed reflagging of Sea-Land ships and encouraged crewmembers to support SPAD, giving Seafarers a voice in future of industry. Educational director discussed importance of upgrading skills at Paul Hall Center. Educational director reminded crew to wear goggles while chipping paint and use safety procedures at all times aboard ship. No beefs or disputed OT reported. Crew thanked galley gang for providing excellent meals and clean house.

**SEA-LAND DEVELOPER** (Sea-Land Service), June 28—Chairman Dana Cella, Secretary Hans Schmuck, Deck Delegate Norman Taylor, Steward Delegate E.J. Rue. Chairman noted change of schedule with ship sailing into Long Beach and Oakland, Calif. and returning to port of Tacoma, Wash. next voyage. Chairman encouraged members to donate to SPAD. Treasurer announced \$150 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into possibility of negotiating 401K plan during next contract talks.

**SEA-LAND EXPRESS** (Sea-Land Service), June 10—Chairman Ernie Duhon, Secretary Mark Scardino, Deck Delegate Marc Cella. Educational director stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported by deck, engine or steward delegates. Chairman read letter from Assistant Vice President Bob Hall concerning Seattle newspaper article about seamen. Next port: Tacoma, Wash.

**LIBERTY SPIRIT** (Liberty Maritime), July 8—Chairman Lee Frazier, Deck Delegate Terry Dennis Cowans Sr., Engine Delegate German Valerio, Steward Delegate Roderick Gordon. Chairman reminded crew to leave rooms clean before payoff. Secretary requested fresh provisions in every port. Educational director advised members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew asked that mail service to ship be investigated.

**LIBERTY SUN** (Liberty Maritime), July 26—Chairman J.W. Moore, Secretary F.L. Washington. Chairman announced upcoming room inspection. Secretary asked crewmembers to clean

quarters and turn in room keys. No beefs or disputed OT reported.

**LNG GEMINI** (ETC), July 16—Chairman Ramli Mohamad, Secretary Dana Cunningham, Educational Director Daniel Wise, Deck Delegate Paul Jagger, Engine Delegate Kevin Conklin. Secretary thanked crewmembers for keeping lounge in order and reminded crew signing off to leave rooms clean. Educational director urged members to upgrade at Lundeberg School as soon as possible and contribute to SPAD. Treasurer announced \$331 in ship's fund. Crew discussed purchasing snorkeling equipment with money from ship's fund. Dictionary and world atlas for crew lounge requested. Beef reported in deck delegate. No beefs or disputed OT reported by engine or steward delegates. Chairman noted telex from SIU Vice President Contracts Augie Tellez received concerning ABs on watch. Engine delegate thanked galley gang for job well done. Next port: Nagoya, Japan.

**NEDLLOYD HOLLAND** (Sea-Land Service), July 26—Chairman Freddie Goethe, Secretary Cleo Jones, Engine Delegate Rich Williams. Chairman reminded all crewmembers who want to continue sailing aboard tankers to attend tanker operations course at Piney Point. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done.

**OVERSEAS ARCTIC** (Maritime Overseas), July 9—Chairman Frank Lyle, Secretary Reachell Armstrong, Educational Director Edward Self. Chairman announced payoff in port of Houston and pending shipyard stay. He urged Seafarers to write members of Congress and ask them to help stop American ships from flagging-out. No beefs or disputed OT reported. Steward delegate requested non-skid pads for galley and pantry. Crew asked that bug extermination be carried out in next port.

**OVERSEAS JOYCE** (OSG Carriers, Inc.), July 23—Chairman Richard Bradford, Secretary Pablo Alvarez. Chairman advised crew of payoff in port of Portland, Ore. Secretary reminded crew to upgrade at Paul Hall Center. Crew reported very smooth trip and thanked galley gang for job well done.

**OMI PATRIOT** (OMI), July 10—Chairman Ralph Gibbs, Secretary Robert Davis, Educational Director Herman Castro, Deck Delegate Richard Nicholas, Engine Delegate Cliff Evans, Steward Delegate Bertrand Wright. Chairman reminded crewmembers to leave movies on board ship when signing off and close doors in passageways. Secretary noted news and communications posted in mess hall. Educational director advised members to sign up for tanker operations course at Piney Point. Treasurer announced \$1,766 in ship's fund. Crew discussed purchase of new T.V., videos and books. Deck and steward delegates reported disputed OT. Crew stated mail service to ship very slow. Crew requested copies of contracts be sent to each department head and asked contracts department for clarification of clothing allowance for new crewmembers. Additional washing machine also requested. Steward department asked crew to help keep lounge area clean. Crew thanked galley gang for job well done. Next port: Honolulu.

**PFC EUGENE A. OBREGON** (Waterman Steamship), July 17—Chairman Henry Bouganin, Secretary Patrick Helton, Educational Director Robert Farmer, Deck Delegate Edward Gerena, Engine Delegate Ronald Lukas, Steward Delegate Leslie Davis.

Chairman informed crew of upcoming payoff and ship departure. No beefs or disputed OT reported. Crew discussed unemployment insurance and letter from Vice President Contracts Augie Tellez. Steward department thanked for fine food and clean ship.

**RANGER** (OMI), July 30—Chairman Daniel Laitinen Jr., Secretary Neville Johns, Engine Delegate Willie Franks, Steward Delegate Stephanie Smith. Chairman announced ship scheduled to arrive in Argentina on July 31. He advised crew that upon arrival, ship will be lightering to another vessel before discharging remaining cargo in port. Upon comple-

**SEA-LAND TRADER** (Sea-Land), July 2—Chairman Loren Watson, Secretary Kevin Dougherty, Educational Director Milton Sabin, Deck Delegate John Williamson, Engine Delegate Brent Johnson, Steward Delegate Kenneth Clark. Chairman reminded crewmembers to separate food from plastic items and place in proper storage areas. He noted this will help protect the oceans. He also stressed safety as first priority aboard ship and ashore and advised crew to ask for help when in doubt. He reminded members to check z-card expiration dates and attend tanker operations course at Piney Point. No beefs or disputed OT reported.

## Standing by Their Work



When a vessel is at sea and a broken part needs to be replaced, there are a number of options: replace the part with a new one; do without the piece of equipment, if possible; repair the old one; or fabricate a new one. That was the situation aboard the *Mayaguez* recently when a part from the ventilation fan would not operate. Fortunately, three SIU members aboard the Navieras NPR, Inc. vessel were able to remedy the situation by fashioning a new one from parts available aboard ship. The three—Engine Utility Salome Castro, OMU Gary Winter and DEU Curtis Lang—proudly stand by their work.

tion, crew will clean tanks before loading vegetable oil bound for Caribbean area. Secretary noted ship to take on 90-day stores in next port. Steward department members thanked entire crew for job well done during recent voyage. Educational director encouraged members to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for excellent meals.

**SEA-LAND PACIFIC** (Sea-Land Service), July 12—Chairman Stanley A. Gurney, Secretary George M. Bronson, Educational Director Lorraine Pence. Chairman urged members to contribute to SPAD and read *Seafarers LOG*. He advised crew to check in with immigration, customs and patrolman upon arrival in port. Bosun asked crewmembers to keep laundry room clean. Secretary stressed importance of upgrading at Piney Point. Educational director encouraged members to attend tanker operations course and oil spill safety recertification at Lundeberg School. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew noted parts on order for washing machine. Crewmembers extended special vote of thanks to galley gang for wonderful job on holiday cookout. Next port: Tacoma, Wash.

**SEA-LAND RELIANCE** (Sea-Land Service), July 27—Chairman Dennis Brown, Secretary G. Sivley, Educational Director Steve Bigelow. Chairman asked all crewmembers to use tunnels when going ashore in port of Tacoma, Wash. He announced payoff upon arrival in port. Educational director encouraged members to donate to SPAD and upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department for job well done.

Chairman noted recent flagging-out of U.S. ships is of concern to every U.S. seaman. He urged Seafarers to write congressmen and donate to SPAD to help protect seafaring jobs. Bosun advised crew of shipyard period in February. Crew gave vote of thanks to galley gang for menu variety. Next port: Tacoma, Wash.

**SEA-LAND INDEPENDENCE** (Sea-Land Service), August 6—Chairman Carlos Loureiro, Secretary William Bragg, Engine Delegate Juan Garcia, Steward Delegate Munassa Mohamed. Chairman disclosed payoff date for Long Beach, Calif. and reminded crewmembers always to practice safety while working. Secretary updated crew on latest news concerning export of Alaskan oil aboard U.S. tankers. He urged members to attend tanker operations course at Lundeberg School as soon as possible. Educational director also reminded crew of importance of upgrading at Paul Hall Center. Treasurer reported \$90 in movie fund and discussed purchase of new movies in next port. No beefs or disputed OT reported. Steward delegate reminded crewmembers to report all injuries and illnesses. Crew noted repair list to be completed and thanked steward department for excellent job preparing nutritious and delicious meals. Next port: Kaohsiung, Taiwan.

**WILLAMETTE** (Kirby Tankships), August 5—Chairman Eugene Beverly, Secretary Oscar Angeles, Educational Director Joe Spell, Deck Delegate J.D. Foster, Engine Delegate Ernest Gibson, Steward Delegate Herbert Archer. Chairman announced payoff in Lake Charles, La. No beefs or disputed OT reported. Crew thanked steward department for job well done.





When Seafarers purchase Juanita's Foods products, they not only buy tasty nourishment, but also put their dollars to work for themselves and their fellow trade unionists. That's because the factory and warehouse workers at Juanita's Foods are members of the United Industrial Workers (UIW), a union affiliated with the Seafarers International Union.

Juanita's Foods is a family-owned business founded nearly 50 years ago. Today, Juanita's is the world's largest producer of menudo, a popular and traditional Mexican stew. The product line also includes meatball soup, various hot sauces and taco sauces, Mexican-style hominy and pozole.

**Company:** Juanita's Foods

**Products:** Menudo, meatball soup, taco sauces, hot sauces and more

**UIW members at Juanita's:** Most work in canning, bottling or crating departments. Others drive trucks or forklifts, work in maintenance or operate filling machines or pressure-cookers.

**Distribution:** Throughout most of U.S.

**Facilities:** Packaging plant and warehouse in Wilmington, Calif.

**That's a fact:** A number of other food manufacturers contract with Juanita's to produce canned meat products. Juanita's has U.S. Department of Agriculture and Food and Drug Administration licenses for such operations.



## 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

### Summary Annual Report for The SIU Pacific District Pension Plan

This is a summary of the annual report for the SIU Pacific District Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1994. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$15,136,118. These expenses included \$663,949 in administrative expenses and \$14,472,169 in benefits paid to participants and beneficiaries. A total of 5,667 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$150,347,276 as of July 31, 1994, compared to \$166,849,849 as of July 31, 1993. During the plan year, the plan experienced a decrease in its net assets of \$16,502,573. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had a total income of (\$1,366,455), including employer contributions of \$15,599, earnings from investments of \$8,310,624, stock dividends of \$281,574, less investment expenses of (\$382,334), unrealized appreciation (depreciation) of assets of (\$9,605,306) and other income of \$13,388. Employees do not contribute to this plan.

#### Minimum Funding Standards

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

#### Your Rights to Additional Information

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

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

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

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

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

### American Pride



There's no doubt about the loyalties of the crewmembers aboard barge *Ocean 215*. The U.S. flag—painted on a fuel tank of the Maritans Gulf Division barge (which works as a married unit with the tug *Freedom*)—measures approximately 13' x 30'. It was designed and laid out by Seafarer and Mate Stephen Rhodes. The actual painting was done by SIU members AB/Tankerman Steven Brundage, pictured sitting atop the fuel tank, and AB/Tankerman Greg Luce. Brundage sent this photograph to the LOG.



# Final Departures

## DEEP SEA

### MITCHELL J. ABDO

Pensioner Mitchell J. Abdo, 81, passed away June 18. Brother Abdo graduated from the Marine Cooks and Stewards training school in 1963, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Minnesota, Brother Abdo retired in October 1979.

### HERBERT E. ATKINSON



Pensioner Herbert E. Atkinson, 86, died June 30. Born in Florida, he started his seafaring career in 1951 in the port of Baltimore. Brother Atkinson sailed as a member of the steward department and began receiving his pension in August 1976.

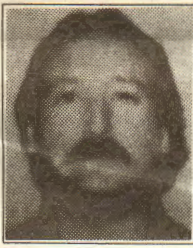
### EHLE N. CARTWRIGHT



Pensioner Ehle N. Cartwright, 82, passed away July 3. He began sailing with the SIU in 1951 in the port of Houston.

Brother Cartwright shipped in the deck department. Born in Iowa, he retired in October 1975.

### ALLEN E. CUBIC



Allen E. Cubic, 51, died August 1. Brother Cubic started his career with the Seafarers in 1979 in the port of San Francisco. Born in New York, Brother Cubic sailed as a member of the deck department.

### WILLIAM E. CUMMINGS

Pensioner William E. Cummings, 79, passed away November 22, 1994. A native of New York, he joined the Marine Cooks and Stewards before that union merged with the SIU's AGLIWD. Brother Cummings started receiving his pension in June 1973.

### WILLIAM J. DONALD



Pensioner William J. Donald, 75, died June 12. A native of Michigan, he joined the SIU in 1944 in the port of Norfolk, Va.

Brother Donald sailed as a member of the deck department and began receiving his pension in April 1974.

### BASILIO ESTRELLA



Pensioner Basilio Estrella, 87, passed away June 16. He became a charter member of the Seafarers in 1939 in the port of New York. Brother Estrella sailed in the engine department. Born in Puerto Rico, he began receiving his pension in May 1971.

Brother Estrella sailed in the engine department. Born in Puerto Rico, he began receiving his pension in May 1971.

### JOSEPH DIGRAZIA

Pensioner Joseph DiGrazia, 91, passed away June 15. Born in Argentina, he became a naturalized U.S. citizen. Brother DiGrazia began sailing with the union in 1947 from the port of Norfolk, Va. He was a member of the deck department. Brother DiGrazia retired in February 1972.

### THOMAS J. HEGGARTY



Pensioner Thomas J. Heggarty, 68, died June 30. Born in Ireland, he joined the SIU in 1947 in the port of New York. He

sailed in the deck department and graduated from the bosun recertification course at the Lundeberg School in Piney Point, Md. Brother Heggarty retired in August 1976.

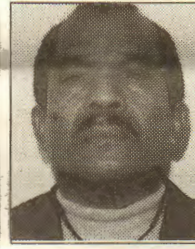
### ARTHUR J. HEROUX



Pensioner Arthur J. Heroux, 82, passed away July 1. Brother Heroux started sailing with the union in 1956

from the port of Baltimore. He shipped as a member of the deck department and began receiving his pension in July 1979.

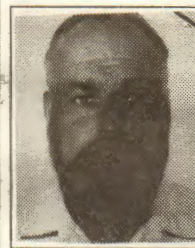
### JAMES C. HEYLIGER



Pensioner James C. Heyliger, 80, died June 7. He began sailing with the Seafarers in 1948 from the port of New York.

Brother Heyliger shipped in the steward department. From 1943 to 1945 he served in the U.S. Army. Born in the U.S. Virgin Islands, he retired in October 1983.

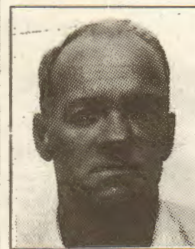
### THOMAS H. HOLT



Pensioner Thomas H. Holt, 73, passed away July 22. Born in Tennessee, he joined the SIU in 1963 in the port of New York.

Brother Holt sailed in the deck department. He was a 1976 graduate of the bosun recertification course at the Lundeberg School. The World War II veteran served in the U.S. Army from 1942 to 1945. Brother Holt began receiving his pension in March 1988.

### ORVILLE R. MEFFERT



Pensioner Orville R. Meffert, 77, died August 2. Brother Meffert began sailing with the union in 1956 from the port of New Orleans. He shipped in the deck department. In 1974, he completed the bosun recertification course at the Lundeberg School. Brother Meffert retired in March 1984.

### THOMAS O. RAINEY

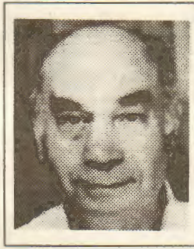
Pensioner Thomas O. Rainey, 81, passed away June 21. Born in



Arkansas, he started sailing with the Seafarers in 1947 in the port of New York. Brother Rainey shipped in the

steward department, last sailing as chief cook. The World War II veteran served in the U.S. Army Air Force from 1942 to 1945. Brother Rainey began receiving his pension in March 1978.

### FRED F. RASHID



Pensioner Fred F. Rashid, 70, passed away June 5. Born in Massachusetts, he began his career with the Seafarers

in 1956 from the port of New York. Brother Rashid shipped in the deck department. From 1943 to 1945, he served in the U.S. Army. Brother Rashid retired in June 1990.

### MELVIN ROBINSON

Pensioner Melvin Robinson, 83, passed away May 3. A native of Georgia, he began sailing with the Marine Cooks and Stewards before that union merged with the SIU's AGLIWD. Brother Robinson began receiving his pension in June 1975.

### GLENN C. SOMERVILLE



Pensioner Glenn C. Somerville, 73, died June 30. He joined the SIU in 1968 in the port of New York. The Wisconsin native sailed in the deck department.

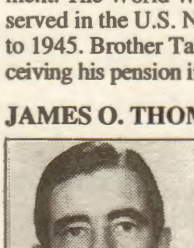
Brother Somerville served in the U.S. Army from 1941 to 1954. He retired from the SIU in November 1992. His ashes were buried at sea from aboard the *Sea-Land Tacoma*.

### NICHOLAS R. TATAR



Pensioner Nicholas R. Tatar, 71, died May 8. Brother Tatar started his career with the Seafarers in 1947 in the port of New York. He sailed in the deck department. The World War II veteran served in the U.S. Navy from 1942 to 1945. Brother Tatar began receiving his pension in January 1983.

### JAMES O. THOMAS



Pensioner James O. Thomas, 73, passed away May 24. He began sailing with the SIU in 1951 from the port of Galveston, Texas. The Texas native sailed in the engine department and retired in August 1979.

### CHARLES N. STEPHENS

Pensioner Charles N. Stephens, 93, passed away March 24. Brother Stephens joined the Seafarers as a charter member in 1939 in the port of New York. The U.S. Virgin Islands native sailed in the steward

department and began receiving his pension in December 1967.

### RENE M. WITTBECKER



Pensioner Rene M. Wittbecker, 83, died March 19. A native of Illinois, he began his career with the SIU in

1954 from the port of Frankfort, Mich. Sailing in the steward department, Brother Wittbecker started out in the Great Lakes division and later sailed aboard deep sea vessels. He retired in December 1976.

### HARRY M. WONG



Pensioner Harry M. Wong, 75, passed away April 10. Brother Wong started sailing with the Seafarers in 1955 in the

port of San Francisco. The deck department member upgraded to quartermaster at the Lundeberg School. Brother Wong began receiving his pension in October 1978.

## INLAND

### WILLIE CREDEUR



Pensioner Willie Credeur, 71, passed away July 4. A native of Louisiana, he began sailing with the union in 1957

from the port of Houston. Boatman Credeur sailed in the deck department mainly as a tugboat captain. He began receiving his pension in September 1985.

### HORACE E. HUDGINS



Pensioner Horace E. Hudgins, 93, died April 14. Boatman Hudgins started sailing with the Seafarers in 1962 from the port of

Norfolk, Va. During his career, the Virginia native advanced in the deck department from the rating of mate to captain. Boatman Hudgins retired in July 1966.

### FRED KELLY

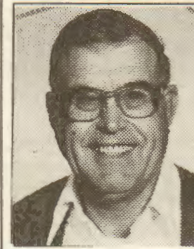


Pensioner Fred Kelly, 81, passed away May 28. A native of Alabama, he began sailing with the SIU in 1953 from the port of

Mobile, Ala. Boatman Kelly started out in the deep sea division and later transferred to inland vessels as a member of the steward department. He began receiving his pension in August 1973.

### WILLIE G. MIDGETTE

Pensioner Willie G. Midgette, 75, passed away June 21. Boatman Midgette started his career with the Seafarers in 1957 in the port of Philadelphia. He sailed in the deck department as a mate and worked his way up to captain. From 1942



to 1946 he served in the U.S. Army. A native of North Carolina, Boatman Midgette retired in May 1983.

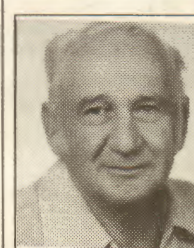
### JAMES L. MOHAN



Pensioner James L. Mohan, 78, died May 3. A native of New York, he began his career with the SIU in

1967 from the port of Philadelphia. Boatman Mohan shipped primarily with McAllister Brothers in the deck department and last sailed as a pilot. He began receiving his pension in October 1982.

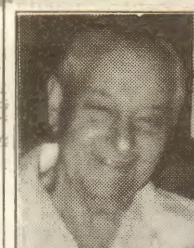
### HAROLD MOLL



Pensioner Harold Moll, 70, passed away June 12. Born in Pennsylvania, Boatman Moll started sailing with the union in

1968 from the port of Philadelphia. The deck department member held the rating of captain at the time of his retirement in February 1987.

### WILLIS G. SCRIBNER



Pensioner Willis G. Scribner, 84, died March 28. Boatman Scribner began sailing with the SIU in 1964 from the port of St.

Louis. The Illinois native was a member of the engine department and held the rating of engineer. Boatman Scribner retired in December 1978.

## GREAT LAKES

### WILLIAM M. McDOUGAL



Pensioner William M. McDougal, 77, died June 17. A native of Ohio, he started his shipping career with the SIU in

1961 in the port of Cleveland. Brother McDougal sailed in the deck department. The World War II veteran served in the U.S. Army from 1942 to 1946. Brother McDougal retired in December 1981.

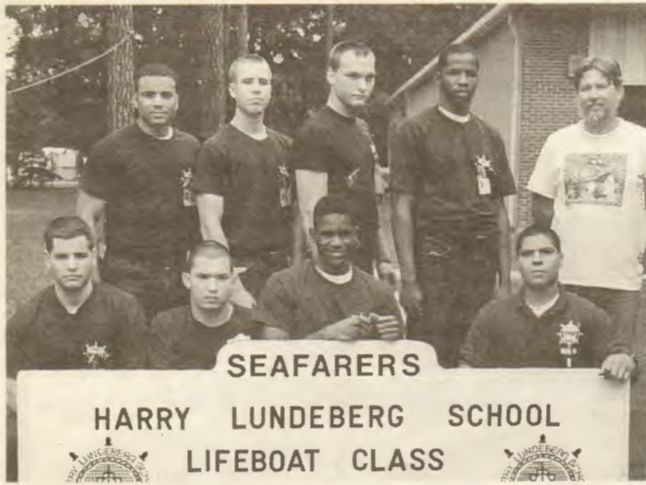
## ATLANTIC FISHERMEN

### LAWRENCE A. SCOLA

Pensioner Lawrence A. Scola, 66, passed away May 20. Born in Massachusetts, he joined the Atlantic Fishermen's Union in 1966 in the port of Gloucester, Mass., and last sailed as a fishing boat captain. From 1950 to 1954, he served in the U.S. Navy. Brother Scola began receiving his pension in December 1993.



# Lundeberg School Graduating Classes



**SEAFARERS**  
**HARRY LUNDEBERG SCHOOL**  
**LIFEBOAT CLASS**

**Trainee Lifeboat Class 539**—Graduating from trainee lifeboat class 539 are (from left, kneeling) Theodore Darby, Joshua Cannizzaro, Edgar Nelson, Raul Carranza, (second row) Orlando Sierra, Justin Vieira, Richard Crutchfield, Terry Allen and Jeff Swanson (instructor).



**Upgraders Lifeboat**—Receiving their lifeboat endorsement on June 27 are Gary Housman (left) and Wilfred Lambey (center) with their instructor, Jeff Swanson.



**Marine Electrical Maintenance I**—Marking their completion on June 28 from the marine electrical maintenance course are (from left, first row) Paul Pagano, Anthony Ripoll, Tony Albright, Mark Jones (instructor), (second row) Scott Duckworth, Michael Martykan, Dennis Baker, Don Wroten and Fadiga Koutougou.



**DDE/Limited License Preparation**—Completing the two-week curriculum on June 28 which prepares students to take the Designated Duty Engineer (DDE) exam are (from left, front row) Lawrence Clark, Ricky Shumock, William Twiford, Eric Malzkuhn (instructor), (second row) Jeffrey Potter, Rafael Campos and Michael Morrissey.



**Diesel Engine**—Receiving their diesel engine endorsements on July 26 are (from left, sitting) Michael Brennan, Don Hertz, Anthony Ripoll, (second row) Allan Rogers, Samuel Addo, Eric Malzkuhn (instructor) and Mark Stewart.



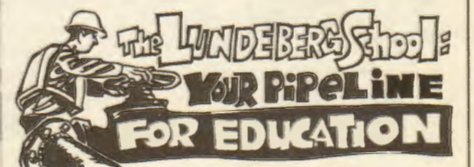
**Bridge Management**—Seafarers completing the bridge management course on July 27 are (from left, kneeling) Tom Gilliland (instructor), Antonio Colon, (second row) Steven Bush, Darren Collins, Nicholas Marcantonio, Donnie Collins, Mohamed Bazina and Jim Brown (instructor).



**Tankerman Operations**—Receiving their certificates of completion for the tankerman operations course graduating on July 26 are (from left, sitting) Monell Liburd, Roy Jackson, George Carter, John Nelson, Craig Perry, Israel Rivera, Bryan Cummings (instructor), (second row) Michael Rueter, Wilfredo Velez, Mark Blom, Fernando Onativia, Michael Eaton, Ramadan Elmoby, Eric Martinez, Juan Green, Isabel Miranda, David Alexander, (third row) Claudio Romano, Brad Haines, Salvatore Gilardi, Billy Hill Sr., Richard Gracey, David Guyton, Patrick Carroll, Richard Daisley, Earl Gray Sr., Catherine Scott, Timothy Koebel, William Beatty Jr., Sonia Felix, (fourth row) Bertram Hickman, John Nichols, Patrick Corless, James Shepard, Elieser Montalvo, Jonathan White, Stanley Krystosiak, Scott Snodgrass, (fifth row) Ross Himebauch, Dale Kirsch Jr., Edward Krebs, Hamada Kasem, Dwight Wuerth, John Foster and Frank Footer.



**Tankerman Operations**—SIU members completing the tankerman operations course on July 11 are (from left, sitting) James Hagner, Richard Decker, Anthony Sabatini, Joel Spell, Peter Westropp, Teodulfo Alanano, Edwin Rivera, Mohamed Bazina, (second row, kneeling) Daniel Ticer, John Konetes, Neil Carter, (third row) Jake Karaczynski (instructor), George Moxley, Charlie Durden, Blair Baker, Robert Caldwell, Arthur Baredian, Timothy Null, Robert Allen, Richard Daisley, Michael Hall, (fourth row) Steven Bush, Stephen Garay, Roger Plaud, Douglas Konefal, Jeffrey Phillips, Patrick Scott, Carey Heinz, Darrell Moody and Daniel Eckert.





## LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between September and December 1995 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

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

Please note that students should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Bridge Management (Shiphandling)	October 9	October 20
Celestial Navigation	November 6	December 15
Limited License/License Prep.	September 25	November 3
Radar Observer/Unlimited	October 2	October 6

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 11	September 22
Oil Spill Safety Recertification	September 21 October 19	September 21 October 19
Sealift Operations and Maintenance	October 9	November 3
Tanker Operations	September 11 October 9 November 6 November 20	October 6 November 3 December 1 December 15

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	October 2	November 6

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	November 3	January 26, 1996

### Special One-Day EPA Refrigeration Course

Lundeberg School instructors will conduct a one-day Environmental Protection Agency (EPA)-approved refrigeration technician certification course on Friday, September 22 at the school. The intensive program will cover all the necessary material related to the repair and servicing of refrigeration equipment and air conditioning systems and will prepare students for the EPA exam. The exam will be given in the afternoon. Call the admissions office at (301) 994-0010 for additional information.

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Diesel Engine Technology	October 9	November 3
Fireman/Watertender & Oiler	October 2	December 15
Welding	October 23	November 17

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

### Inland Courses

Course	Start Date	Date of Completion
Deck Inland	October 23	November 3
Designated Duty Engineer/ Limited License/License Prep.	November 13	November 24
Radar Observer/Inland	November 6	November 10

### Additional Courses

Course	Start Date	Date of Completion
Adult Basic Education (ABE) and English as a Second Language (ESL)	September 5	October 27

### Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session III	September 5	October 27

### NOTICE TO SEAFARERS

The Lundeberg School is presently working on its 1996 calendar of courses. As soon as the dates are finalized, the schedule will appear in upcoming issues of the *Seafarers LOG*.

Members with any questions regarding future courses may call the school's admissions office at (301) 994-0010.

## UPGRADING APPLICATION

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

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

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

Telephone \_\_\_\_\_  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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

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





## SUMMARY ANNUAL REPORT

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

Volume 57, Number 9

September 1995

## Ferry Crew Executes 2 Rescues in a Week; Seafarers Willette and Terzakos Honored

For Captain John Willette and AB Teddy Terzakos, working aboard the commuter ferry *Manhattan* means adhering to a strict schedule and remaining extremely alert as the boat crosses New York's East River 72 times during their daily shift from 3:30 p.m. to 12:30 a.m.

But as the Seafarers recently discovered, there are times when it is okay to deviate from their route between Manhattan and Queens. Two such occasions took place in mid-July, as Willette and Terzakos executed a pair of nighttime rescues.

On July 13, the captain and the AB rescued five people who had been guests on a yacht that capsized. Six days later, the SIU members saved a local man who had attempted suicide by jumping from the Pulaski Bridge—but who promptly changed his mind once he hit the water.

**"One woman wouldn't give back a life jacket even after she had been on land for an hour. Eventually I told the ambulance driver to let her keep it."**

—AB Teddy Terzakos

"It's like the TV show 'Baywatch' around here," joked Terzakos, 33.

The two Seafarers, as well as personnel from the U.S.



Photo by Leo Belarmino  
Captain John Willette (left) and AB Teddy Terzakos, who work aboard the commuter ferry *Manhattan*, were involved in two rescues during a six-day period in mid-July. The Seafarers saved a total of six people in New York's East River. They were acclaimed "heroes" by N.Y. Mayor Rudolph Giuliani.

Coast Guard, fire department and police department, were honored at City Hall by New York Mayor Rudolph Giuliani for the first rescue, in which all 38 people from the yacht were saved. "The *Manhattan* acted quickly and bravely to help those in distress," said the mayor, who described Willette and Terzakos as "heroes."

### Yacht Capsizes

Moments before the first rescue, the ferry was docked on the Manhattan side of the East River around 9:20 p.m. The tide was coming in at 5 knots, with a swift current heading north. "We were ready to make our 9:22 run back to Queens," recalled Ter-

zakos. "We're constantly moving; we only sit on one side or the other for a couple of minutes."

He noticed "something drifting" near the middle of the river and shouted to Willette, who was in the wheelhouse. The men then aimed the ferry's spotlight toward the water, where they saw the capsized *Other Office*, a 50-foot motor yacht.

"At first I saw the [yacht] and then I saw someone stand up," said Willette, 44.

Willette sent a mayday on the region's emergency radio frequency as he quickly guided the *Manhattan* toward the stranded passengers, who either were in the yacht's life raft (which automatically inflated) or standing on the hull. "We got there in less than a minute," he said. "Somebody (among the victims) had their wits about them, because they were organized. The non-swimmers were in the life lift."

Willette and Terzakos said most of the passengers—the majority of whom are members of New York-area law firms—were surprisingly calm. The Seafarers distributed life jackets to them and extended a rescue ladder from the forward part of the deck as Willette asked if all the passengers were accounted for and if anyone was hurt.

"Fortunately, everything was okay," Willette said. "It was amazing that no one was missing and there was no loss of life."

He and Terzakos had rescued three women and two men from the life raft by the time the Coast Guard and other rescue boats arrived. "The Coast Guard and the harbor police were only about a half-mile away, so they advised us that they would take over," said Terzakos. "Naturally, they're better equipped for those situations, and they rescued the rest of the people."

In all, two helicopters, four Coast Guard vessels, three police boats and a fire department boat were involved in the rescue and search. All the victims were taken to nearby Bellevue Hospital Center, but no serious injuries were reported.

Terzakos estimated that fewer than five minutes elapsed between the time he noticed the yacht and the rescue of the first five passengers. "They were only in the water a few minutes. But they were lucky their boat didn't sink completely, because half of them couldn't swim. They might have been history."

He added that two of the women rescued by the *Manhattan* initially "seemed like they were in shock. One wouldn't give back a life jacket even after she had been on land for an hour. Eventually I told the ambulance driver to let her keep it."

According to newspaper reports, the accident occurred when the yacht's pilot turned the craft just as a swell

crashed against the starboard side. "The boat turned and everybody started to slide," one of the passengers told *The New York Times*. "It shifted the weight to the right, and it didn't recover. It went over."

### Here We Go Again

Six nights after the yacht rescue, Willette and Terzakos heard an announcement from the Pulaski Bridge operator around 10 p.m. "He put out a call that there was a jumper who seemed ready to throw himself off the bridge," said Terzakos. "Two minutes later, he came back on and said, 'He jumped, he jumped, he's in the water!'"

"We were two minutes away, so we went to the site and saw a guy flopping around in the water. We threw him a ring buoy. He was exhausted."

The man, a local resident, said he was too tired to pull himself aboard the *Manhattan* following his 70-foot plunge from the bridge. But before Terzakos reached out to lift him on board, the Seafarer wanted to be certain that the man wouldn't pull him off the ferry. "I said, 'You want to be rescued, right? You're not going to take me with you?' He said, 'No, no, I made a mistake.' He was thankful. I pulled him aboard."

**"I said, 'You want to be rescued, right? You're not going to take me with you?' He said, 'No, no, I made a mistake.'"**

—AB Teddy Terzakos

The man suffered bruises but otherwise appeared unharmed.

"He said he had girl problems," added Terzakos.

The *Manhattan* is one of 14 SIU-crewed ferries operated by NY Waterway. In total, the ferries transport approximately 20,000 passengers each day between lower and midtown Manhattan, the Colgate Center in New Jersey and the towns of Weehawken and Hoboken, N.J. Each boat has a capacity of about 400 passengers, travels at an average speed of between 15 and 18 mph and is roughly 100 feet long.

The crews all take part in safety training, which includes practicing with the rescue ladder.

## Help Locate This Missing Child

The National Center for Missing and Exploited Children (NCMEC) has asked the Seafarers International Union to assist them in locating Kristie Leigh Allen. She disappeared last September from Glen Burnie, Md. at the age of 15. She is believed to be in the company of an adult male and took all of her belongings with her. The NCMEC considers her an endangered runaway.

Now 15, the brown-haired blue-eyed girl was 5 ft. 3 in. at the time of her disappearance. She weighed 100 pounds and has a small indentation on the upper left side of her forehead.

Anyone having information on the whereabouts of Kristie Leigh Allen should contact the National Center for Missing and

Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Anne Arundel (Md.) County Police Department at (410) 222-8050.



Kristie Leigh Allen