

SEAFARERS LOG



Volume 58, Number 5

May 1996

Loud and Clear Message **To Law's Detractors**

Key House Panel: The Jones Act Is Here to Stay

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President Clears Way for AK Oil Exports; New SIU Jobs Created as Ban Is Lifted

As a result of the Alaskan oil export ban being lifted, SIU-crewed tankers are coming out of layup and sailing in the trade. The *Overseas New York* became the first of these vessels when Seafarers climbed the gangway of the ship in Portland, Ore. in April. The Maritime Overseas tanker is expected to begin sailing this month. Page 3.



President's Report

Staying Focused

There is a saying around the SIU that "Politics Is Porkchops."

A clear example of this occurred last month as President Clinton took the final step to clear the way for U.S.-flag tankers to carry Alaskan North Slope oil overseas. As called for in the legislation lifting the export ban passed by Congress and signed by the president last year, the federal government had six months to study whether the shipment of Alaskan oil overseas would be in the national interest. President Clinton approved the study and released it April 28.



Michael Sacco

Because of this action taken by representatives of the U.S. government, Seafarers crewed the *Overseas New York* last month in Portland, Ore. to prepare her after an extended

layup for sailing on the new cargo route between Alaska and the Far East.

While U.S.-flag tankers will continue to transport Alaskan North Slope oil to the lower 48 states as called for by the Jones Act, the nation's freight cabotage law, the newly enacted measure lifting the export ban means *new work* for Seafarers as American vessels begin to transport crude to the Far East.

This also means *job security* for Seafarers as the U.S.-flag independent tanker fleet will continue sailing into the next century.

Passage of this measure was no easy process, but nothing worth having ever is.

When the first bill to allow the export of Alaskan North Slope oil on U.S.-flag tankers was introduced two years ago, Capitol Hill pundits did not give it much of a chance for passing. After all, the ban had been in place since the original Arab oil boycott in 1973—a full four years before the first oil came through the pipeline from Prudhoe Bay to Valdez.

But the legislation did pass—thanks to the combined labor of the union's Washington operations and the membership's grassroots efforts.

On Capitol Hill before House and Senate committees, the union provided testimony detailing why the legislation should be supported by the elected officials. Our government operations staff monitored the legislation as it was making its way through Congress. These people were able to answer questions posed by the elected officials and provide other needed information to assist them in passing the measure.

And the work of our staff in Washington was augmented by the strong grassroots effort undertaken by the membership.

The letters, phone calls and personal visits from members, pensioners and their families to the representatives and senators showed the elected officials that there was support in the home districts for lifting the export ban as long as the oil moved on U.S.-flag tankers.

It has taken two hard years of work, but Seafarers can now see that the fight was worth it.

The crewing of the *Overseas New York* is the first immediate response to the passage of the legislation lifting the 23-year export ban. The jobs are real and the job security is there.

U.S. Ship Bill Next

While it would be nice to sit back and reflect on this one legislative victory, the battle continues to enact another bill that will help the U.S.-flag merchant fleet.

The same grassroots effort that lifted the Alaskan oil export ban must be focused on the U.S. Senate as it prepares to consider the Maritime Security Act.

Letters, phone calls and personal visits must be made to the senators to let them know there is support in all 50 states for passage of the 10-year, \$1 billion program designed to allow U.S.-flag vessels to keep sailing under the U.S. flag and remain available for national defense.

The Maritime Security Act already has cleared the House of Representatives with strong support from Republicans and Democrats. Members of both parties in the Senate also have backed the bill as it made its way through the committee process. And the president has said he would sign the measure when it is passed by Congress.

Seafarers know the Maritime Security Act is vital not only for the national defense but also for America's economic security. On top of that, the bill represents jobs and job security for SIU members into the 21st century.

The same grassroots political effort demonstrated by Seafarers, retirees and their families during the fight to lift the export ban on Alaskan oil is needed once again to secure passage of the Maritime Security Act. You did it before, and I have no doubt you can do it again.

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Seafarers to Participate In '96 Olympic Torch Relay

While arguably the most common image of the Olympic torch is of the flame being carried by a series of distance runners through cities and farmlands of the host country to the stadium where the games will be held, the 1996 tour in the U.S. will feature a different twist: Seafarers will become "torch-bearers."

SIU crews aboard the *American Republic* and the *American Queen* will host the flame as it makes its trek across the U.S. this summer.

The 418-foot *American Queen*, the world's newest and largest paddlewheel steamboat, will transport the flame on a 128-mile journey on May 28-30 along the Mississippi River from St. Louis to Hannibal, Mo. (the boyhood home of Mark Twain) en route to the 1996 Centennial Olympic Games in Atlanta.

The journey of the flame aboard Delta Queen Steamboat Co.'s 436-passenger paddlewheeler will mark the first time the flame has been moved by steamboat in the 100-year history of the modern Olympics.

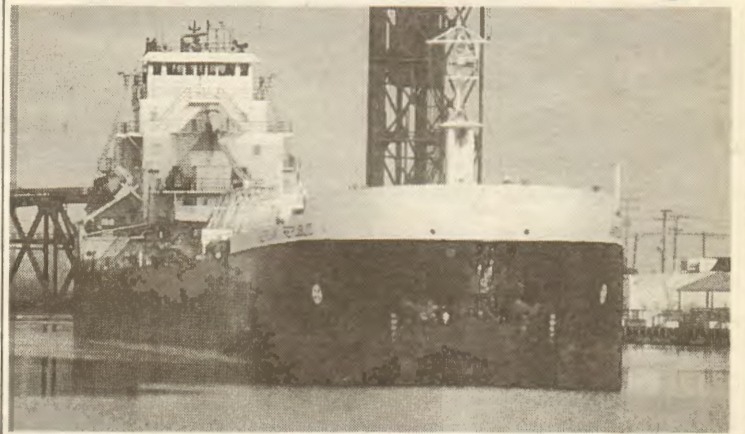
The *American Queen* is being chartered from Delta Queen Steamboat Co. by Coca-Cola, an official sponsor of the 1996 Olympics.

Thousands of spectators are expected to line the riverbanks from St. Louis to Hannibal to witness the *American Queen's* historic journey. The steamboat will depart from the base of the Gateway Arch on May 28 with the Olympic flame displayed in a specially-built cauldron on top of a platform on the sun deck. Runners will take over the movement of the torch when the riverboat reaches Hannibal on May 30.

On June 9, torchbearers will relay the Olympic flame through Detroit to a send-off ceremony aboard the *American Republic* in the port of Detroit. Another deck-mounted cauldron will be lighted, and at 10:00 a.m. the American Steamship Co. (ASC) vessel will depart on a 10-hour journey across Lake Erie to Cleveland.

The *American Republic* will dock at 8:00 p.m. in front of Cleveland's Rock-and-Roll Hall of Fame, where a large arrival celebration will be held. The torch relay then will continue by land en route to Atlanta.

Following a request by the At-



Prior to the start of the 1996 shipping season on the Great Lakes, the *American Republic* was painted and modified in a Toledo, Ohio shipyard in preparation for the Olympic flame to be carried from Detroit to Cleveland on June 9.



The 418-foot *American Queen*—the world's newest and largest paddlewheel steamer—is being chartered by Coca-Cola, an official sponsor of the 1996 Olympics, to carry the flame from St. Louis to Hannibal, Mo.

lanta Committee for the Olympic Games, the *American Republic* was donated by ASC for use in the special journey.

"We wanted a shipping vessel to carry the flame across Lake Erie in recognition of the growth and prosperity the shipping industry has brought to the Great Lakes region," said Hilary Hanson, a spokesperson for the Atlanta Committee for the Olympic Games, of the *American Republic*.

Prior to the start of the Lakes sailing season, the *American Republic* was modified to carry the Olympic flame. The propane cauldron was mounted onto the number-four hatch cover near the vessel's bow. The cauldron features a dual propane burner system which was designed to withstand possible high winds and rain during the move.

"Our members aboard the *American Republic* and *American Queen* are very proud of the honor bestowed upon them," noted SIU Vice President Great

Lakes Byron Kelley. "They realize they will be representing all U.S. merchant mariners and the tremendous contributions they have made to our nation."

The 1996 Olympic Torch Relay begins April 27 in Los Angeles and ends at the opening ceremony of the Centennial Olympic Games in Atlanta on July 19. The flame will travel more than 15,000 miles through 42 states and the District of Columbia.

In addition to the *American Queen*, Delta Queen Steamboat Co. operates the *Delta Queen* and *Mississippi Queen*. The passenger boats offer three- to 16-night cruises on the Mississippi, Ohio, Cumberland, Tennessee, Atchafalaya and Arkansas rivers.

ASC operates the largest fleet capacity of self-unloading vessels on the Great Lakes. With 11 ships ranging in size from 639 to 1,000 feet, the company transports approximately 26 million tons of dry bulk commodities each year.

Honored for Work in the Labor Community



The Jewish Labor Committee presented SIU President Michael Sacco with its Human Rights Award during a recent dinner in New York. The annual award recognizes labor officials for their civic work and management personnel who have a strong record of cooperation with labor unions. Pictured at the dinner are (from the left) Roy Levy Williams, community relations manager at Chrysler Corp.; AFL-CIO Exec. Vice President Linda Chavez-Thompson; Jack Goldstein, president and CEO of SIU-contracted OMI Corp.; Brian M. McLaughlin, New York City Central Labor Council president; Sacco; Leonore Miller, president of the Retail, Wholesale and Department Store Union and the Jewish Labor Federation; and Michael S. Perry, Jewish Labor Committee executive director.



Seafarers in the Seattle union hall gather around the counter in preparation for a job call to crew the *Overseas New York*. The tanker came out of an extended layup last month when President Clinton cleared the way for exporting Alaskan oil on U.S.-flag vessels.

Clinton Approves AK Oil Exports U.S.-Flag Tankers Set to Sail to New Markets

Efforts to ship Alaskan oil overseas began in earnest when President Clinton issued a memorandum on April 28 to the secretary of commerce and the secretary of energy stating that exports "are in the national interest."

This ruling by the president was required when Congress passed and he signed legislation last November allowing Alaskan North Slope oil to be exported, but only if it is carried on U.S.-flag tankers. The measure stipulated that an economic and environmental impact study be conducted for the president to determine if exporting the oil would be in the national interest. The deadline set for completing the study was April 28.

When he presented the study, President Clinton noted, "Permitting exports will generate up to 25,000 new jobs, particularly for American workers in California and Alaska, but also in states that produce oil-industry supplies and equipment."

During testimony given before House and Senate committees considering a repeal of the export ban, the SIU spoke in favor of passing the legislation, noting it would mean jobs for American merchant mariners as well as keep the U.S.-flag independent tanker fleet sailing into the next century.

Seafarers experienced what this means for them last month when they crewed the *Overseas New York*, which had been in an extended layup in Portland, Ore., and began preparing the ship to carry Alaskan North Slope oil.

Throughout the debate in Congress, SIU members, pensioners and their families wrote letters, made telephone calls and visited with elected officials to let them know how important this legislation is to America's economic security. They also pointed out that the bill would bolster national security by helping maintain an active pool of trained American merchant mariners as well as having a fleet of U.S.-flag tankers that could be militarily useful.

The measure to repeal the export ban, which had been in effect since the 1973 Arab oil boycott, received strong bipartisan support in both houses of Congress.

Seafarers Crew Laid-Up Tanker

Seafarers have begun work aboard the laid-up *Overseas New York*, preparing the Maritime Overseas Corp. tanker for sailing in the new Alaska-Far East market.

SIU members crewed the 92,000-deadweight-ton vessel last month when President Clinton approved the final step needed to allow the export of Alaskan North Slope oil aboard U.S.-flag tankers.

The *Overseas New York*, which is docked in Portland, Ore., is the first SIU-contracted vessel being brought out of layup to handle the new trade from Valdez, Alaska. While the ship had not received its sailing orders as the *Seafarers LOG* went to press, the tanker could be used to transport oil to refineries in Japan, South Korea or Taiwan. It also could move oil from Alaska to West Coast locations as part of the Jones Act trade.

(The Jones Act is the nation's freight cabotage law. It states cargo transported from one domestic port to another must be carried aboard U.S.-flag, U.S.-crewed and U.S.-owned vessels.)

Under the export ban, only U.S. refineries could receive the Alaskan oil. With the release of the ban, vessels that had been moving the oil along the U.S. coastline and to Hawaii and Guam can be used to carry the product to the Far East. Other vessels are expected to be called out of layup to replace these ships in the Jones Act routes.

Defense Department Affirms Support for U.S. Ship Bill

Maritime revitalization legislation awaiting action before the U.S. Senate has the full endorsement of the Department of Defense, according to a letter received last month by the head of the Senate Commerce, Science and Transportation Committee.

Deputy Defense Secretary John P. White wrote Senator Larry Pressler (R-S.D.), chairman of the Senate committee which oversees the merchant marine, that the department wanted to leave no doubts as to where the department stands on the Maritime Security Act (H.R. 1350).

"I understand that the Senate may consider H.R. 1350, the Maritime Security Act, in the very near future," White stated in the letter dated April 9. "I want to dispel any questions or concerns

about the position of the Department of Defense with respect to this legislation.

"The Department of Defense supports fully H.R. 1350. The establishment of a Maritime Security Force, particularly, will greatly enhance the maintenance of an adequate sealift capability."

The bill, which cleared the House of Representatives with strong bipartisan support in December, calls for a 10-year, \$1 billion program to help fund approximately 50 U.S.-flag militarily useful ships. The vessels involved in the program will transport peacetime cargo for the U.S. armed forces. During periods of war or national emergency, the ships as well as the infrastructure of the companies that operate them would be made available to the military.

White's letter reinforces testimony given last year before a Senate subcommittee by the head of the U.S. Transportation Command, which manages the movement and procurement of materiel and troops.

Last summer, U.S. Air Force General Robert L. Rutherford told the Senate Surface Transportation and Merchant Marine Subcommittee that the Maritime Security Act should be passed to ensure the military has the trained American crews and U.S.-flag vessels needed to support troops overseas.

"Just as we did in the [Persian] Gulf War, Somalia and, most recently, back to the Persian Gulf, we rely extensively on our com-

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House Panel Stands Solid For Jones Act

The complete membership of the House Merchant Marine Oversight Panel confirmed its support for the nation's cabotage laws.

In a letter to fellow elected officials, the panel announced it would not consider any changes in the legis-

lation. "This 'Dear Colleague' [letter] sends an unmistakable message to those who have spent the last year attempting to tear down the Jones Act and allow foreign ships into our domestic commerce," stated U.S. Rep. Randy "Duke" Cunningham (R-Calif.), vice chairman of the panel, in presenting the letter to the full House of Representatives.

The Jones Act is a 1920 law that requires cargo moved between two domestic ports be carried aboard a U.S.-crewed, U.S.-flag and U.S.-owned vessel.

"The Merchant Marine Panel's commitment to America's cabotage laws is unanimous. Although those 14 members—Democrats and Republicans, liberals and conservatives—disagree on many issues, there is an absolute agreement on the importance of cabotage," Cunningham said.

He concluded, "We will continue to oppose any changes to these important laws."

Besides the members of the oversight panel, five more representatives who are strong supporters of the U.S. merchant marine added their signatures to the document.

Historical Significance

Dated April 15, the letter noted that Congress has always supported the idea "that vessels used to transport cargo and passengers between U.S. ports should be built in the United States, crewed by American citizens and owned by American companies."

The letter from the representatives added the nation's cabotage laws "provide critical national security, environmental, safety and economic benefits and deserve our support."

Security Implications

In a section dealing with national security, the letter called the benefits provided by the Jones Act fleet "substantial."

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Inland Advisory Group Tackles Key Issues



Members of the Paul Hall Center's Inland Towboat Advisory Board discuss courses available for boatmen at the Lundeberg School.

Providing for the professional needs of the inland boatman was the theme of a recent one-day meeting of the Paul Hall Center's Inland Towboat Advisory Board.

Representatives from the center, SIU-contracted inland operators and the U.S. Coast Guard took part in the April 24 meeting in Washington, D.C.

Among the topics covered during the session were the industry's training needs and the courses available for boatmen at the Paul Hall Center's Lundeberg School of Seamanship.

The group also talked about what is being done to combat attacks on the Jones Act (see story on page 4) and analyzed the potential impact that an international agreement regarding mariner training may have on training U.S. boatmen.

The board is a volunteer group formed by the Paul Hall Center.

Its main mission is to make recommendations regarding the Lundeberg School's curriculum for boatmen.

Reviewing Curriculum

SIU President Michael Sacco, who chaired the meeting, noted that in an ongoing effort to ensure it offers the best possible training for Seafarers, the Paul Hall Center currently is reviewing all of its course curriculums, with the aid of a consultant who possesses an extensive background both in education and in the industry. "As a result, we will be making improvements in the courses," he said.

Bill Eglinton, director of vocational education at the facility in Piney Point, Md., stated that the school offers a comprehensive collection of courses for SIU

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Membership Receives President's Pre-Balloting Report

SIU President Michael Sacco has issued the pre-balloting report to the membership announcing general elections for the union's officers will be held this year. The releasing of this report is called for in Article X, Section 1(e) of the SIU constitution.

The report lists the various offices that will appear on the ballot. Voting will begin Friday, November 1 and will end Tuesday, December 31.

Those elected will serve a four-year term from 1997 to 2000. A total of 27 positions from president to port agent will appear on the ballot.

In presenting the report, Sacco noted he has worked with the union's executive board and port officials to appraise the needs of the SIU for the next four years and beyond, while considering the changes that have occurred in the industry.

Printed below is the full text of the 1996 pre-balloting report:

May 6, 1996

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 1997-2000 will commence on Friday, November 1 and will continue through Tuesday, December 31, 1996. The election will be conducted under the provisions of our Constitution, as amended and effective July 13, 1989, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing Constitutional ports. We have carefully considered the

changes that have taken place in the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1996 General Election of Officers for the term 1997 through 2000.

Headquarters

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the West Coast
- 1 Vice-President in Charge of

the Southern Region, Great Lakes and Inland Waters

1 Vice-President in Charge of Government Services and Fishing Industries

1 Assistant Vice-President in Charge of Contracts and Enforcement

1 Assistant Vice-President in Charge of the Atlantic Coast

1 Assistant Vice-President in Charge of the Gulf Coast

1 Assistant Vice-President in Charge of the West Coast

1 Assistant Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters

1 Assistant Vice-President in Charge of Government Services and Fishing Industries

2 Headquarters Representatives

10 Port Agents

There shall be one port agent in each of the 10 Constitutional ports; namely: Piney Point, New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston,

San Francisco, Detroit-Algonac and St. Louis.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open on July 15, 1996 and close on August 15, 1996.

The foregoing constitutes your President's Pre-Balloting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco

Inland Issues Analyzed by Group

Continued from page 3

members who sail the inland waterways. He reminded the board that boatmen who upgrade at the Paul Hall Center have the opportunity to practice skills aboard the school's fleet of training vessels, among which are two tugboats.

Oil spill prevention and containment, firefighting, safety and first aid, lifeboat and water survival, and hazardous materials (hazmat) training are among the courses available to all boatmen. In addition, Eglinton pointed out, the Paul Hall Center offers department-specific classes for inland Seafarers—such as able seaman, radar observer and bridge management for deck; engine room familiarization, hydraulics and electrical maintenance for engine; and towboat cook for steward.

"But the Paul Hall Center's commitment to inland training doesn't end with that schedule," Eglinton explained. "The school is willing and able to accommodate an individual company's needs, whether it means compressing a course due to time constraints, designing a special course or providing on-site training. In particular, we have put together a number of tailor-made courses for various companies during the past few years."

For instance, the school recently hosted an oil spill containment course for Penn Maritime boatmen, as well as providing on-site hazmat training for Crowley mariners in Jacksonville, Fla. and San Juan, P.R.

STCW's Impact

Christopher Young, a Coast Guard marine transport specialist, provided the board with an overview of the International Convention on Standards of Training, Certification and Watchkeeping (STCW), an international agreement with nearly 100 signatory nations, including the United States.

Originally ratified in 1978, the STCW convention last year was amended following a lengthy series of meetings. The pact sets

minimum standards for certification, training and skills needed by deep-sea mariners worldwide. (Although the treaty focuses on mariners who sail in international waters, it also will impact boatmen.)

One significant aspect of the STCW treaty is that it calls for practical demonstration of skills as part of testing for a rating or endorsement. It also greatly increases the potential number of testing agents in America, Young said.

The STCW agreement "to a large extent will allow training facilities to be self-certifying, provided they meet some conditions," he stated.

Moreover, it appears likely that the Coast Guard will adopt regulations regarding training similar to those spelled out in the STCW convention. In that case, training for boatmen would be affected.

But, as both Eglinton and Paul Hall Center acting Vice President Nick Marrone pointed out, the Lundeberg School always has emphasized the hands-on training called for by the STCW convention.

"Whereas practical demonstration is new to the STCW, skill-based training is not a novel approach for the Paul Hall Center," Marrone noted. "All of our courses include hands-on training."

"As the union and the school have stated for years, qualified individuals should be the product of vocational training institutions—not students who memorized test questions and answers."

"Since day one, the Paul Hall Center has done skills-based training, not test preparation," added Eglinton.

Many Topics Covered

The board also covered several other topics:

• Admiral Robert E. Kramek, commandant of the Coast Guard, asserted that there must be a balance between international training standards and U.S. standards. "We don't want to put the United States at a competitive

disadvantage, but we also want to ensure that international standards are high enough," he said.

Kramek also stressed that cooperation between government, labor and industry is imperative in achieving this goal as well as others.

• Terry Turner, the SIU's director of legislative affairs, provided an update on the union's political activities, including efforts to support the Jones Act.

• Philip Grill, chairman of the Maritime Cabotage Task Force, detailed that organization's efforts in support of the Jones Act.

• Frank Pecquex, executive secretary-treasurer of the AFL-CIO Maritime Trades Department, emphasized that grassroots political activities are becoming more and more important to the towing industry. He said more boatmen are being encouraged to get involved in such activities and cited the Jones Act as one example of what is at stake.

• Stewart Walker, chief of the Coast Guard's licensing and manning branch, outlined an interim rule that affects training and certification of tankermen.

• Joseph Angelo, the Coast Guard's director for standards, outlined the agency's "prevention through people" program, which is designed to improve safety at sea and on the inland waterways.

• J.C. Wiegman, assistant director of vocational education at the Paul Hall Center, noted that the school has trained more than 22,000 inland Seafarers since 1970.

• Sacco reminded the company officials in attendance that the school's training program for entry-level mariners is open to inland members. "If you have young people just getting into the industry, think about sending them through the trainee program. It's a good learning environment, and the program will help get them started the right way."

Attending the Inland Towboat

Advisory Board Meeting were Arthur Knudsen of McAllister Brothers, Dick Walling Jr. and Gardner Walling of Express Marine, Herb Walling of Moran Towing, Jeff Parker and Bruce Law of Allied Towing, Jim Sweeney of Penn Maritime, Skip Volkle of Maritrans, Mike Roberts of Crowley Maritime and David Kish of Delta Queen.

Also present were Charles Andrews of Crescent Towing, Mark Buese of Dixie Carriers, Paul Kearney and Doug Currier of Dyn Marine, Brad Raskin of Red Circle Transport, Ron Rasmus of Great Lakes Towing, Bill Robertson of Hannah Marine, Bill Ferguson of Orgulf Transport, Ned Moran of Moran Mid-Atlantic Corp., and John Mason of American Service Technology Inc.

Representing the U.S. Coast Guard were Admiral Kramek; Captain Gregory Cope; Captain Robert Skewes; Commander John Sarubbi; and Walker, Angelo and Young.

Jones Act: 'Survival Is at Stake'

"This is not just a maritime issue. This is a transportation issue."

That is how Philip Grill, chairman of the Maritime Cabotage Task Force, described the current fight to maintain strong laws governing the movement of cargoes from one U.S. port to another. Grill, vice chairman for government affairs at SIU-contracted Matson, spoke last month at a meeting of the Paul Hall Center's Inland Towboat Advisory Board.

The task force is a broad-based coalition whose membership includes the SIU and other maritime unions, ship and barge owners and operators, shipbuilders and repair yards, trade associations, marine equipment manufacturers and vendors, pro-defense groups and companies in other modes of transportation. The organization has waged a campaign to defeat efforts to weaken or eliminate American cabotage laws. The two main laws dealing with cabotage are the Jones Act, which covers freight, and the Passenger Vessel



Philip Grill, chairman of the Maritime Cabotage Task Force, reviews the group's efforts to preserve U.S. cabotage laws.

Services Act for the movement of people.

"We don't have foreign truckers carrying domestic cargo, we don't have foreign railroads carrying domestic cargo, we don't have foreign airlines carrying domestic passengers, and we should not allow foreign ships to transport domestic cargo," Grill told the board, which includes a

number of SIU-contracted towboat companies.

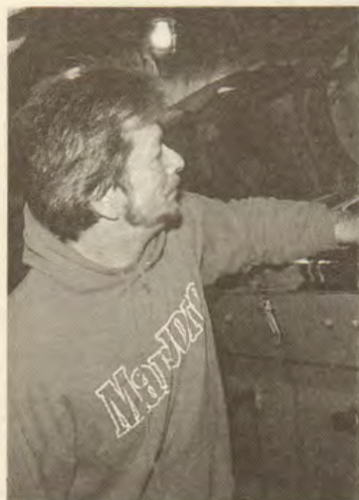
Grill reviewed the task force's efforts to preserve U.S. cabotage laws, which require that cargo and passengers transported between U.S. ports be carried on U.S.-crewed, U.S.-flag and U.S.-owned vessels. While acknowledging that much work remains, he described the campaign as "a team effort and an unqualified success."

He also noted the recent signing of a letter in support of the nation's cabotage laws by the complete membership of the House Merchant Marine Oversight Panel (see story on page 3). Five other representatives who support the U.S. merchant marine also signed the letter.

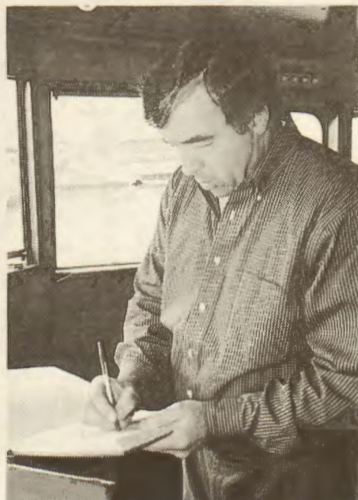
SIU President Michael Sacco added, "This is a very serious issue, this effort by others to weaken or abolish U.S. cabotage laws. To us, jobs are at stake. The survival of the inland shipping industry is at stake. The threat is real, and we must continue to beat back these misguided attempts to get rid of the Jones Act."



The SIU crewed *America* (pictured above) is one of three Seafarers-contracted McAllister boats that operate in Baltimore.



Ensuring the boat's engines function at peak efficiency is Engineer Fred Martens.



Captain Steve Hardin makes an entry in the log book aboard the tugboat *America*.

Busy in Baltimore Harbor

McAllister Tugs Always on the Job

When Seafarers report for work aboard Baltimore-based McAllister tugboats, they are ready for any harbor-docking assignment, no matter what time they are called.

"Ships sail into Baltimore around-the-clock, so the tugs are on a 24-hour schedule," notes Steve Hardin, captain of the McAllister tug *America*. "In the old days, orders (for the following day's work) had to be given by 6 p.m. But that didn't allow for the best flow of service, so now we're on-call 24 hours."

The SIU crews aboard the *America*, the *J.P. McAllister* and the *Patrick R. McAllister* dock vessels that carry a diverse list of cargoes. That is because container ships, tankers, freighters, bulkers, cement carriers and automobile carriers are among the types of vessels that regularly transport goods to and from Maryland's most populous city.

Car carriers particularly are common sights in Baltimore, as the port features four separate locations equipped to receive autos.

"But overall, the heart of the harbor is container work," observes Hardin, who has been an SIU

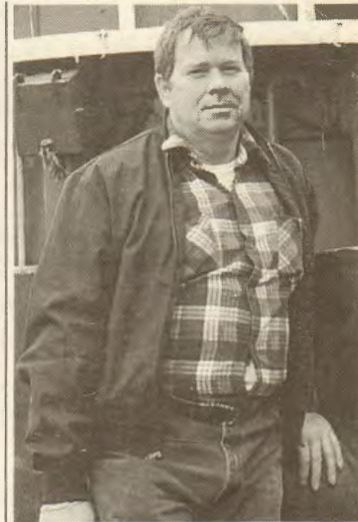
member for 25 years.

The McAllister crews include many longtime employees. For example, four Seafarers have worked for the company at least 25 years each, including two who have sailed with the company for 30 years.

But no matter his date of hire, each crewmember constantly strives to do the best possible job. "I think everyone here knows what it takes to get the job done," says Hardin. "If you can't tow the line, so to speak, you won't last in this type of work."

Hardin and his fellow crewmembers on the three boats maintain very busy schedules. At times, while they are handling one job, they receive calls for subsequent work. In those cases, they go straight from one job to the next.

"We generally have some warning, either the night before or that morning, of what's coming up," Hardin explains. "The state pilots (who are required during docking operations to be aboard all ships that engage in foreign commerce) have to be notified (by the vessels) at least two hours before they're needed, so that in turn gives us some notice. But at



Deckhand Norman Gifford is ready for the next job aboard the Baltimore-based tug *America*.

times, we may be away from the pier for many hours."

Regardless of the schedule, the crews have a good record of arriving at job sites early or precisely on time. SIU Patrolman Dennis Metz says it is that kind of efficiency that helps make the McAllister crews "a pleasure to work with. They're all very professional and conscientious."

Maritime Panel Endorses Jones Act

Continued from page 3

"In times of international crisis, the U.S. domestic fleet keeps goods flowing reliably and securely between U.S. ports, supporting military action overseas. In times of peace, the cabotage laws help assure a vibrant, competitive marine infrastructure so critical to our nation's security."

The letter quoted an earlier message sent to Congress that was signed by 61 retired U.S. Navy admirals, including five former chiefs of Naval Operations. It stated America's maritime power relies on container ships with their trained crews as much as shipyards with their workers and battle groups with their sailors.

The representatives' letter pointed out, "Repeal of the cabotage laws would result in a takeover of our domestic waterborne transportation system by foreign companies. Those foreign companies could enjoy a significant competitive advantage by: (1) operating subsidized vessels (U.S. domestic fleet vessels are *not* subsidized); and (2) operating exempt from the American tax system, labor laws, safety statutes, environmental requirements and a host of other laws.

"Our maritime industry—as well as railroads, truckers and others engaged in the competitive American transportation business—should not be asked to compete here under a system that institutionalizes a capital and operating cost advantage to foreign operators."

In the letter, the elected officials said the nation's cabotage laws advance world-class standards for marine safety and environmental protection along America's coastlines and in the waterways.

"The U.S. Coast Guard's ongoing 'Port State

Control' initiative, which aims to crack down on substandard foreign-flag vessels calling on U.S. ports, underscores the important contribution made by the cabotage laws in preserving the health of our resource-rich waters and coastlines."

The congressmen wrapped up their letter by outlining the economic benefits of the Jones Act fleet.

"Our fleet pumps some \$15 billion into the nation's economy annually, including \$4 billion in direct wages to 124,000 American workers employed in the operation, construction and repair of Jones Act vessels. Jones Act wages alone generate \$1.4 billion in federal and state tax revenues.

"Because the domestic fleet receives no operating or construction subsidies from the U.S. government, these benefits accrue to the nation at no expense to the federal government or to the U.S. taxpayer."

Besides Cunningham, the other members of the Merchant Marine Oversight Panel who signed the letter include Chairman Herbert Bateman (R-Va.), Duncan L. Hunter (R-Calif.), Curt Weldon (R-Pa.), Jim Saxton (R-N.J.), Joe Scarborough (R-Fla.), James B. Longley (R-Maine), Tillie Fowler (R-Fla.), Gene Taylor (D-Miss.), Owen B. Pickett (D-Va.), Neil Abercrombie (D-Hawaii), Jane Harman (D-Calif.), Patrick Kennedy (D-R.I.) and William J. Jefferson (D-La.).

The remaining five signatures came from Don Young (R-Alaska), Susan Molinari (R-N.Y.), Bob Clement (D-Tenn.) and Bob Borski (D-Pa.) of the House Coast Guard and Maritime Transportation Subcommittee and Ron Dellums (D-Calif.) of the House National Security Committee.



Crewmembers aboard the deep-sea tug and barge *Alice Moran* recently joined the SIU.

Alice Moran Boatmen Sign on With Seafarers

Twelve boatmen who sail aboard the deep-sea tug and barge *Alice Moran* recently joined the Seafarers International Union.

The vessel's owner, Moran of Texas, in March recognized the SIU as the mariners' collective bargaining representative after the men unanimously indicated they wanted to join the union.

"I know the SIU is a good union. I raised 11 children with this union," said Chief Engineer Harvey T. Bryan, who sailed with the SIU from 1957 to 1987 aboard Curtis Bay tugs in Baltimore. "Being in the SIU means wage and job security. There are a lot of benefits, especially (the opportunity to upgrade at) the Lundberg School."

Other crewmembers expressed similarly positive sentiments about joining the Seafarers. "This is the best thing that could happen for us," stated Chief Mate Rickey Duet. "I think it's great."

AB Bruce Peacock said he wanted to join the SIU because union representation means "better pay and better benefits. There's just a better atmosphere on the boat now, because people are part of an organization that's backing us."

Peacock said one of the things that influenced him to join the union was the many positive comments he heard from boatmen with SIU contracts sailing in the region.

The *Alice Moran* operates along the Gulf Coast, in the Caribbean and in Central America. It carries fuel, caustic chemicals, food oils and other cargoes.

Positive Experience

Based on his experience with the SIU, Bryan—who has four sons who sail in the SIU's Inland Waters District—particularly was enthusiastic about the crew's decision to go with the Seafarers.

"I got my license at Piney Point, so I'm familiar with the value of being in the SIU and all that the union offers," he said. "This is a great opportunity. . . . It's very important to have job protection in this day and time, and that's another reason the SIU is the way to go."

Defense Dept. Favors U.S. Maritime Bill

Continued from page 3

mercial partners to support our worldwide commitment," Rutherford stated during the July 26 hearing.

"In wartime, we depend upon the U.S. merchant fleet to support the flow of sustainment and ammunition cargoes and to provide the mariners necessary to man our ships."

Rutherford reinforced his testimony February 8 when he spoke to the Washington, D.C. Propeller Club.

"We need reliable and avail-

able shipping. That is best found in the U.S.-fleet, manned by U.S. merchant mariners," the general told a Capitol Hill audience.

In a statement released last month, Senator Trent Lott (R-Miss.), chairman of the Surface Transportation and Merchant Marine Subcommittee, urged his fellow elected officials to heed the advice given by the military regarding H.R. 1350.

In pointing out the bill has the support of Rutherford, the Joint Chiefs of Staff and more than 70 retired U.S. Navy admirals, Lott

said the measure "provides the most cost-effective means of preserving the nucleus of America's maritime fleet with American-crewed, U.S.-flagged commercial vessels. Independent studies and internal Department of Defense studies confirm that this program is a sound investment in both economic and national security terms."

Lott, who introduced the Maritime Security Act in the Senate, said the bill has bipartisan support. President Clinton has stated he would sign the bill when it is passed by Congress.

LNG Seafarers Must Have Certificate by June 1, '96

Deck-department Seafarers joining LNG vessels after June 1, 1996 must possess a supplemental form of shipboard identification known as an STCW certificate when signing on the ships, in order to comply with an international treaty.

Other deep-sea SIU members have until October 1 to acquire an STCW certificate, which is needed for ABs, pumpmen and any other mariners holding a lifeboat ticket who sail in international waters.

According to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners, all ABs who sail aboard LNG ships must possess an STCW certificate by October 1. However, SIU members who sail in the deck department aboard LNG ships must possess the certificate by June 1 because Seafarers who ship out on an LNG vessel after that date will be sailing beyond the October 1 deadline and therefore would be in violation of the STCW convention.

The union's contracts department along with the Paul Hall Center are working with the affected LNG mariners to meet this requirement in a timely manner.

(The STCW treaty, which has nearly 100 signatory nations, is a product of the International Maritime Organization. The IMO was created in 1959 by the United Nations, in order to improve safety at sea.)

The STCW certificate is a let-

SAMPLE LETTER FOR LNG BOSUNS AND ABs

Date

Commanding Officer (REC)
U.S. Coast Guard
Marine Safety Office
(rest of address)

Subject: NVIC 8-95, STCW Certification

Dear Sir:

In accordance with NVIC 8-95, I would like to request an international form required by the STCW indicating qualifications under Regulation II/6 and VI of this Convention, including rating forming part of a navigational watch and proficiency in use of survival craft. I am currently employed on a 125,000 m3 LNG carrier operated by Energy Transportation Corporation which is engaged in international trade. The information required by the NVIC is as follows:

FULL NAME:
SOCIAL SECURITY NUMBER:
RETURN ADDRESS:

A copy of both sides of my merchant mariner's document (z-card) is enclosed. Thank you for your assistance.

Sincerely,

ter-sized piece of paper that contains the same information found on a z-card. Issued by the Coast Guard at no charge to mariners, it is designed to bolster shipboard safety by establishing a global form of identification to be monitored by port state control inspectors located around the world.

Bosuns and ABs who sail on LNG ships and who have not secured an STCW certificate should apply for one at a Coast Guard regional exam center

(REC) as soon as possible, either in person or via mail. Those mariners should request the STCW certificate for (1) rating forming part of a navigational watch and (2) proficiency in use of survival craft.

If applying by mail, a Seafarer should include a photocopy of both sides of his or her z-card, along with a letter stating he or she is applying for the certificate

U.S. Coast Guard Regional Examination Centers

(Address correspondence to: "Commanding Officer (REC), U.S. Coast Guard, Marine Safety Office," followed by the address)

510 L. Street
Suite 100
Anchorage, AK 99501-1946
(907) 271-6733 or 6735

Claude Pepper Building
6th Floor
51 S.W. First Avenue
Miami, FL 33130-1608
(305) 536-6548

Customhouse
Baltimore, MD 21202-4022
(410) 962-5132

1440 Canal Street
Eighth Floor
New Orleans, LA 70112-2711
(504) 589-6183

455 Commercial Street
Boston, MA 02109-1045
(617) 223-3040

Battery Park Building
New York, NY 10004-1466
(212) 668-6395

196 Tradd Street
Charleston, SC 29401-1899
(803) 724-7693

6767 N. Basin Avenue
Portland, OR 97217-3992
(503) 240-9346

433 Ala Moana Blvd.
Room 1
Honolulu, HI 96813-4909
(808) 522-8258

1222 Spruce Street
Suite 211
St. Louis, MO 63103-2835
(314) 539-2657

8876 Gulf Freeway
Suite 210
Houston, TX 77017-6595
(713) 947-0044

Building 14
Coast Guard Island
Alameda, CA 94501-5100
(510) 437-3092 or 3093

2760 Sherwood Lane
Suite 2A
Juneau, AK 99801-5845
(907) 463-2450

1519 Alaskan Way S.
Building 1
Seattle, WA 98134-1192
(206) 217-6115

165 N. Pico Avenue
Long Beach, CA 90802-1096
(310) 980-4483 or 4485

200 Jefferson Avenue
Suite 1301
Memphis, TN 38103-2300
(901) 544-3297

Federal Building, Room 501
234 Summit Street
Toledo, OH 43604-1590
(419) 259-6394 or 6395

reflecting a rating forming part of a navigational watch and proficiency in the use of survival craft. The letter should include the member's full name as shown on the z-card, social security

number and return address. Members may want to send their information by certified mail to ensure receipt by the Coast Guard.

A list of RECs and a sample letter is included on this page.

Coast Guard Issues STCW Documents To Lifeboatmen

The U.S. Coast Guard has begun issuing certificates called for by the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for all ratings qualified as lifeboatmen.

All active deep-sea Seafarers who hold a lifeboat ticket should secure the STCW certificate—which states they are "proficient in the use of survival craft"—by October 1.

Nearly 100 nations, including the United States, are signatory to the STCW convention. The treaty first was ratified in 1978 and since then has been amended, most recently in 1995.

SIU members are encouraged to apply by mail to a Coast Guard regional examination center (REC) for the STCW certificate, although it also may be acquired in person. Due to the workload at the RECs, it is recommended that applications be sent well before the deadline to ensure members receive the certificate by October 1.

There is no charge for the certificate.

If applying by mail, Seafarers should include a photocopy of both sides of his or her z-card, along with a letter stating he or she is applying for the form reflecting proficiency in the use of survival craft. The letter

should include the member's full name as shown on the z-card, social security number and return address. Members may want to send their information by certified mail to ensure receipt by the Coast Guard.

Members also should be aware that the STCW certificate automatically will be issued to mariners who renew their z-cards or test for an upgrade before October 1.

The STCW certificate is a letter-size piece of paper listing a mariner's ratings and any applicable limitations including medical waivers. It utilizes terminology to create a universal form of identification as called for by the STCW convention, but it provides the same information found on a z-card.

The standard format was adopted by the nations which signed the STCW (including the U.S.) agreement in order to facilitate port-state control functions. Ship inspectors will check the standard form rather than reviewing each nation's version of a z-card. This is expected to simplify the inspectors' jobs and thereby bolster shipboard safety.

The STCW form does not have an expiration date, although it must accompany a valid z-card or license.

Labor Briefs

Striking GM Workers Reach Agreement

More than 3,000 members of the United Auto Workers (UAW) Local 696 returned to work at two Dayton, Ohio General Motors (GM) brake plants on March 22, after approving a tentative settlement of a 17-day strike over health and safety conditions, production standards, and the subcontracting of jobs out of the two plants.

Members voted overwhelmingly to approve the contract, which addressed their concerns.

The two assembly plants produce brakes for most of General Motors' vehicles in North America. The employer's initial failure to offer an acceptable contract created parts shortages causing other GM plants to shut down and lay off 177,000 workers. GM reported losses of up to \$50 million a day.

The new agreement will add 275 employees at the plants, which is expected to improve job safety. Prior to the strike, some workers noted they routinely were logging 10-hour shifts and seven-day assignments, raising their concerns about safe operation of the various machinery.

The contract also secures 122 existing jobs for union members who work on antilock brake systems (ABS) through 2004. A committee is slated to be established to pursue 269 additional jobs.

The agreement calls for the replacement of work that would be lost by GM awarding ABS assignments to Robert Bosch GmbH, a German company that operates a non-union plant in South Carolina.

The pact settles 600 safety grievances and allots \$6.5 million to rectify health and safety violations.

The strike was the UAW's longest against GM since 1970.

Locked-out Staley Workers Return to Work

Following more than four years of battling against demands for concessions by management, locked-out Paperworkers at A.E. Staley Manufacturing in Decatur, Ill. voted for a new contract that will increase wages and improve benefits.

The vote ends a 30-month lockout at Staley

which 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.

Under the agreement, all scabs (replacement workers) hired by Staley during the lockout will be released and Paperworkers will return to their jobs.

The Paperworkers' campaign for a fair contract combined a spirited in-plant fight prior to the lockout and a strategic campaign against key Staley customers after the company locked out workers in June 1993.

Following the rejection of a contract offer last year, 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.

According to the union, the campaign against Pepsi 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 that it would no longer buy sweeteners from Staley.

The Paperworkers Union will continue to press for justice for Staley workers, including continuation of a \$10 million tax fraud lawsuit the union brought against the company in 1995, plus fundraising and legal defense efforts for discharged members who will take their case to arbitration.

Correction

On page 4 of the April 1996 edition of the *Seafarers LOG*, Pacific-Gulf Marine mistakenly was listed as the operator for the *Faust* and the *Fidelio*. These two Seafarers-crewed ships actually are operated by International Marine Carriers. The *LOG* regrets any confusion this may have caused.

Seven Began Careers at Piney Point

Bosuns Return to School to Complete Training Cycle

For seven of the eight bosuns graduating last month from the union's top level of training for deck department members, the five weeks of study at the Paul Hall Center was a homecoming.

Jim Martin, John Kelley, Dennis Brown, Ronald Charles, Sidney Wallace, James Porter and John Wells began their careers as graduates of the Harry Lundeberg School's trainee program. The eighth member of the class, Zainal Arifin Siregar, said he was proud to be upgrading at the school.

"I have always been proud to be a member of this union. When I came through here as a trainee in class number 50, this school was just beginning to evolve into



John Wells began his career with the SIU following his graduation from trainee class number 50.

what it is today," stated Wells, whose first job following his 1970 graduation from the trainee program was as a wiper aboard the *Seatrain Ohio*.

"To the trainees joining us as new members, I want to say that with this organization you can go to the top. The tools are all right here for you. The main point is to keep educating yourself and never be afraid to ask questions," Wells advised during the April membership meeting at Piney Point.

The bosun recertification program is designed to update Seafarers who sail as bosuns on trends in the maritime industry, including changing shipboard technology and updated seamanship techniques. Additionally, the bosuns' curriculum prepares the seamen for leadership roles among fellow crewmembers.

Advanced Curriculum

Through a combination of hands-on exercises and class-



John Kelley demonstrates his knowledge of signaling—just one of the topics covered in the military sealift operations part of the bosun recertification curriculum.

room work, the bosuns completed advanced classes in wiresplicing and navigation. They utilized the Paul Hall Center's simulator, which reproduces sailing conditions at sea in ports around the world.

They did in-depth work in areas critical to the nation's military sealift operations, such as helicopter maneuvers, damage control procedures, forklift handling and Hagglund crane operation. Underway and vertical replenishment procedures also were thoroughly reviewed.

Importance of Upgrading

At the graduation ceremony, each newly recertified bosun took a turn at the podium to address the other upgraders, trainees, officials and guests at the April membership meeting. Although they said it in different ways, the bosuns all emphasized the opportunity for advancement that exists for each SIU member.

Charles, who graduated from the trainee program 16 years ago, acknowledged, "All members need to come to Piney Point and upgrade as soon as possible. We need to keep educating ourselves and keep positive attitudes on our ships. As members, we always need to do the best job possible and that includes continuing to upgrade."

The Lundeberg School is vital to any Seafarer who is serious about his or her work, added Brown, who graduated from the trainee program in 1969. "Upgrading is no longer a matter of choice. We must come to upgrade in order to stay current in the industry. It is important to each and every member to take the time to come here."

"I have been sailing as a bosun for a long time," Siregar told a reporter for the *Seafarers LOG*. "And I am proud that I was given this opportunity to learn."

"Other Seafarers need to support our school and take the knowledge offered to them. Without us, this school wouldn't be what it is today. We all need to be students—supporters of our industry," said the bosun who joined the union in 1979 in the port of New York.

Adding his support for the school was Porter, a 1969 graduate of the trainee program. He stated the course increased his understanding of his shipboard



Following a rigorous five-week training course, eight Seafarers joined the ranks of the union's recertified bosuns. They are (from left, front row) Zainal A. Siregar, James Porter, Jim Martin, Ronald Charles, (second row) Byran Cummings (instructor), John Wells, John Kelley, Dennis Brown and Sidney Wallace.

duties. "I really learned a lot. I specifically enjoyed learning how to save damaged cargo."

Advanced firefighting and emergency first aid classes also were on the bosuns' class schedule. Wallace, a 1977 graduate of trainee class 243, found these sessions to be of great value. "These are very important skills to know and remember because you can never predict when you will have to call on them to help a fellow crewmember while at sea," he said.

In each class, the bosuns had to complete the course work and pass either a written exam or a demonstration drill or both.

As part of the recertification curriculum, the bosuns attended classes in communicating effectively with fellow shipmates.

The bosuns also had the opportunity to expand their computer skills and knowledge. For Bosun Siregar, who had no prior experience working on computers, this was an important aspect of the program. "Everyone is using computers now and I am happy that I had the chance to learn," the 52-year-old member stated.

Future of Maritime

The bosuns were updated by SIU officials on the union's latest efforts to ensure job security for all Seafarers.

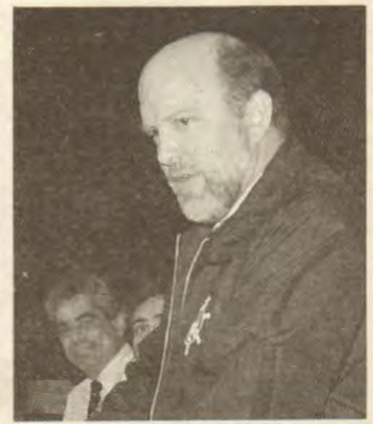
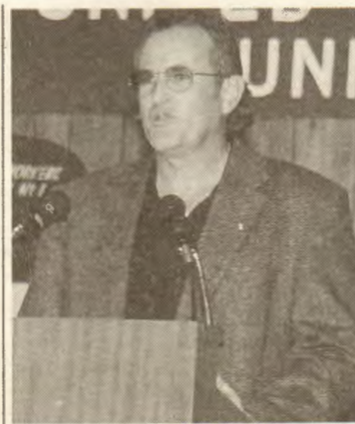
In a trip to union headquarters in Camp Springs, Md., the bosuns met with the union's legislative staff to review the SIU's political operation and its support for legislation to promote U.S.-flag shipping.

Martin, who graduated from the Lundeberg School trainee program in 1972, stated, "I enjoyed our time in Camp Springs. It really helped me understand the issues the maritime industry faces by talking with union officials like Joe Sacco. I learned a lot about what it takes to pass the maritime revitalization program now before Congress and what it will mean for U.S. shipping when it is passed. This was the most important aspect of my time at the Lundeberg School," said the bosun who sails from the port of Houston.

The bosuns also met with representatives from every other department of the union. Effective contract enforcement was discussed with officials of the union's collective bargaining department. The bosuns also sat with representatives of the union's health care, vacation and pension programs.

Superior Leadership

In addressing the membership, many of the bosuns reflected on the current and past union leader-



Jim Martin (left) and Dennis Brown took turns at the podium during their graduation ceremony at Piney Point last month. Both emphasized the educational opportunities that exist for SIU members.

ship and the changes the union has undergone in the years since their completion of the trainee program.

"When I first came to this school, many years ago, it was only in the beginning stages of what it has evolved into today," recalled Wells. "I had the pleasure of meeting Paul Hall and listening to him speak about what he wanted this school to become in the maritime industry. I am sure that he would be very proud of what we have here today."

"Because of his determination and the dedication and hard work of our current leaders, our future continues to be bright," Wells stated in his comments to the group.

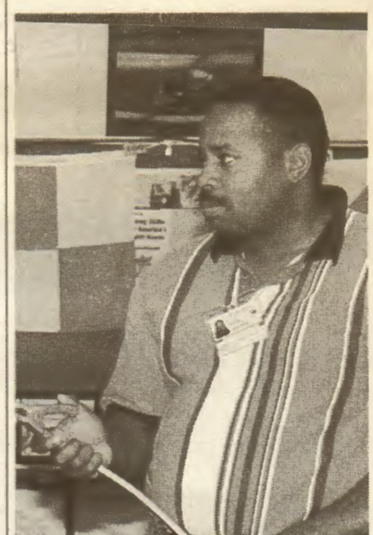
Kelley, a 1968 graduate of the trainee program, noted, "I am one of many SIU members who helped to build this school into what it is today. I have come back as many times as possible."

"I have seen this school and this union grow from the hands of Paul Hall to those of Mike Sacco. I am very impressed with what they have done for this union and with the many changes that this school has gone through since my



Zainal Siregar checks the refueling receiver used during replenishment operations at sea.

first visit in 1968. Paul Hall's dream has been fulfilled. I am overwhelmed at the progress," concluded the bosun who sails from the port of Seattle.



Sidney Wallace practices using a grounding rod during the sealift portion of the recertification class.



Practicing first aid techniques on fellow Bosun James Porter (left) is Bosun Ronald Charles.

SEAFARERS FAMILY photos

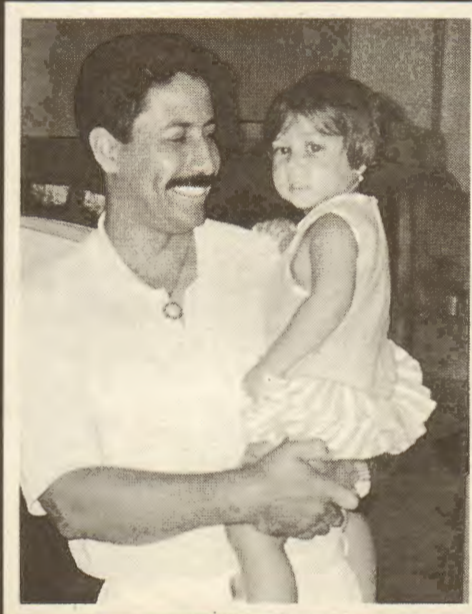
Being at sea for months at a time makes family life all the more important to a Seafarer—whether it's spent at home, on a trip to the local SIU hall or celebrating at a restaurant. This page from the SIU family album captures some of those moments shared with spouses, children and grandchildren.

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

Victoria Beata helps her dad, Victor Beata, take care of business at the SIU hall in San Juan. Victor, who sails as an AB, is presently aboard the Overseas Alice.



Birthday celebrations at the Hard Rock Cafe in San Juan, P.R. were in order for Steven Ruiz (left) who recently turned 13. Sharing in this milestone are his mother, Dominga, (second from left), who works in the SIU hall in San Juan; his father, Steve, the port agent there; and his sister, Natalie, 18, who currently is enrolled in the entry training program at the Lundeberg School in Piney Point, Md.



Seafarer Stanley Krystosiak was busy taking courses at the Lundeberg School during the summer and fall of 1995 while eagerly awaiting the birth of his first grandchild. Finally, on October 12, Christopher Michael Dowling was born, weighing in at 9 lbs., 6 oz. The proud grandpa took a quick trip back to New Jersey for a weekend to bring Christopher his first Seafarers t-shirt. Here's a photo of Christopher at four months.



Retired Seafarer Max Simerly, who lives in Newport News, Va., recently pulled out his scrapbook and sent this early-1960s photo to the Seafarers LOG. "I was sailing as chief pumpman aboard the USNS Mascoma, and brought my son, Ronnie, aboard for a look at how we worked," Simerly recalled. Though Ronnie enjoyed his brief stint at sea (while the ship was docked, of course), he didn't follow his father's career, and instead works as a truck driver. Meanwhile, Max (who later sailed as an officer) is an official of the Hampton Roads (Va.) chapter of the American Merchant Marine Veterans and remains active in local politics. "We're looking for people who realize that labor unions are working people's best friend!" he proclaimed.



Anibal Peña's wife, Maria (left), and daughter, Annie Marie, 16, accompany him to the SIU hall in San Juan to apply for vacation benefits. Peña sails as a chief cook.



During the Christmas holidays, AB Tillman Churchman spent some time with his 7-year-old son, Andrew, before shipping out on the Sea-Land Pacific.



Kathryn and William Dunklin show off their new baby daughter, Angelique, at the SIU hall in Mobile. Dunklin, who sails as a pumpman, is now aboard the the American Osprey.

Shughart Delivery Set for This Month

Converted RO/RO Christened in San Diego for Deployment by MSC

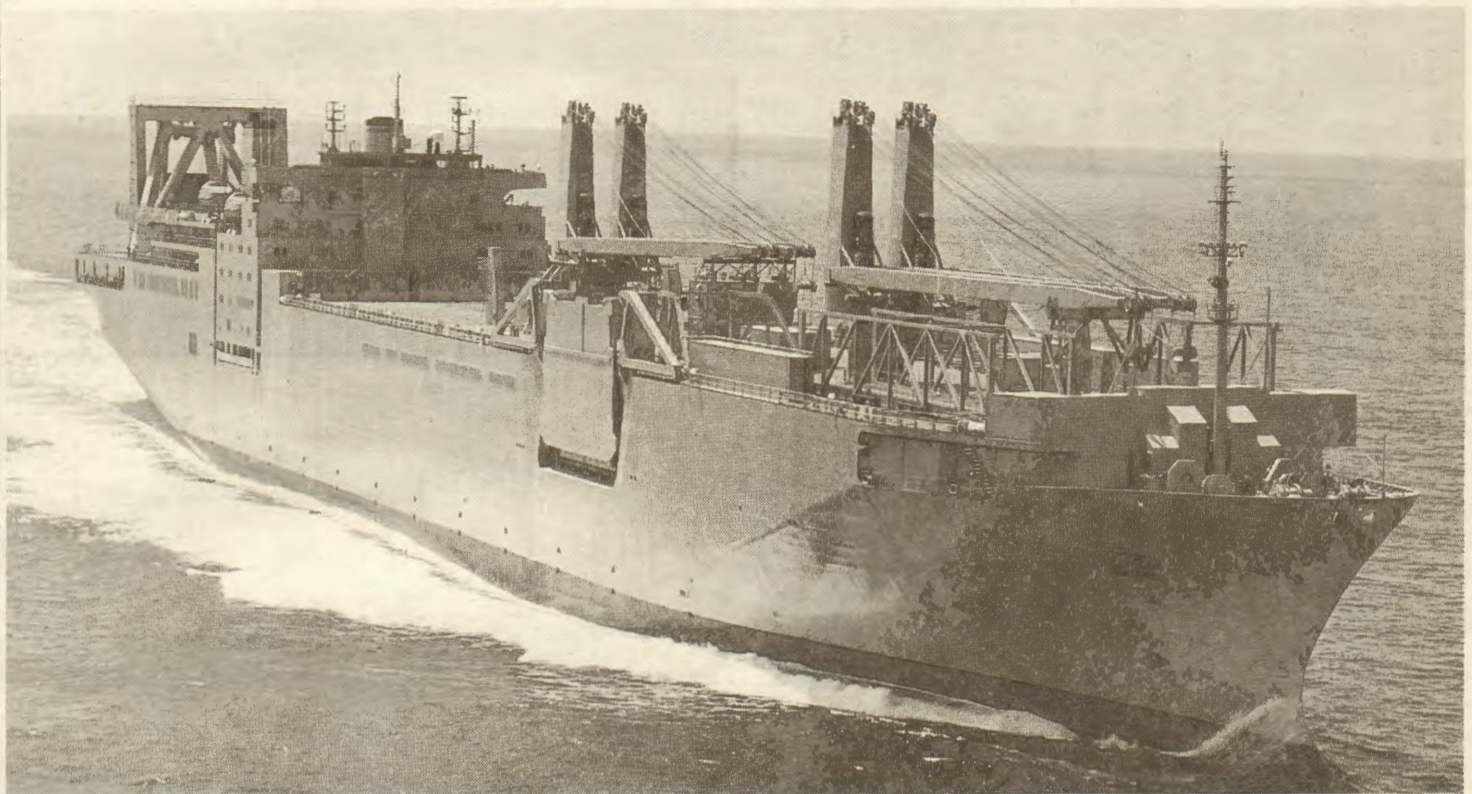
The SIU-crewed *USNS Shughart* is scheduled to be delivered May 6 following a minor delay in completing vessel preparations.

The *Shughart* is the first of five Seafarers-crewed roll-on/roll-off (RO/RO) prepositioning ships to be converted to U.S. standards for operation by Seafarers-contracted Bay Ship Management. Delivery dates for the other four vessels—the *USNS Yano*, *USNS Soderman*, *USNS Gordon* and *USNS Gilliland*—range from this August to April 1997.

All the ships will be operated by Bay Ship for the U.S. Navy's Military Sealift Command (MSC). They will be loaded with materiel for U.S. Army troops.

Last month, the *Shughart* formally was christened at the National Steel and Shipbuilding Company (NASCO) shipyard in San Diego, where it had been converted. "The ceremony went very well. The Navy people were highly complimentary of the civilian crew," noted Joseph Cecire, vice president in charge of industrial relations at Bay Ship.

The vessel is named after the late Army Sgt. 1st Class Randall D. Shughart for his protection of a critically wounded helicopter crew in Somalia in October 1993. According to an MSC statement, Shughart "and his team leader, in the absence of sufficient forces, volunteered to fight through enemy fire to protect the men at



The SIU-crewed *USNS Shughart* is the first of five former Danish-flag Maersk containerships converted to U.S. standards for operation by Bay Ship Management in behalf of the U.S. Military Sealift Command.

the crash site. Armed only with a sniper rifle and pistol, Shughart continued to shoot at attackers until he ran out of ammunition and was fatally wounded. His actions saved the pilot's life."

SIU members in the deck and engine departments have been working aboard the *Shughart*

since January. They completed rigorous training, provided by the Navy, in order to ensure proficient operation of the vessel.

The vocational instruction covered all aspects of the ship, which will be stationed in the Western Pacific.

The *Shughart's* conversion in-

cluded fitting it with cranes and RO/RO decks. Similar work is being done to the other four ships (two at NASCO, two at Newport News Shipbuilding in Virginia).

Converted to transport tanks, trucks and other vehicles as well as containers loaded with supplies, each vessel will have be-

tween 316,000 and 332,000 square feet of cargo-carrying space. The ships range in length from 907 to 954 feet and will be able to sail at a sustained speed of 24 knots.

Each of the prepositioning ships is being named after Army Medal of Honor recipients.

Appeals Court Rules USCG Can Charge User Fees For Documents and Licenses

Refusing to buck a judicial trend favoring user fees, the U.S. Court of Appeals for the District of Columbia ruled last month that the U.S. Coast Guard may assess seamen and boatmen a fee for merchant mariner's documents and licenses.

The Appeals Court decision, written by Chief Judge Harry T. Edwards, also concluded that the \$17 charged by the Coast Guard for an FBI background check, which is part of the application process for obtaining licenses and documents, must be investigated further by the U.S. District Court.

Additionally, the agency must recalculate the fees it currently charges for documents and licenses. This is because, in its original lawsuit against the user fees filed in April 1993, the SIU stated that the cost assigned to issuing, processing and conducting examinations for documents and licenses by the Coast Guard was based on flawed data and conjecturing. The U.S. District Court for the District of Columbia, which heard the case before it reached the U.S. Appeals Court, concluded that the SIU was correct and ordered the agency to recalculate the fees.

"We disagree with the ruling of the U.S. Appeals Court," said SIU President Michael Sacco in a

statement issued after the judicial body's decision was made public. "Despite the outcome of this case, it was important to challenge this unfair charge to the seaman and boatman.

"And, we'll continue to explore ways in which we can protest what is basically an unjust work tax on the men and women who earn their living working on ships and boats," he added.

Appeal Process Began in '95

A panel of three judges reviewed the lawsuit, which was filed by the SIU, five individual mariners and six other maritime unions. The suit originally charged that forcing seamen and boatmen to pay for documents (also known as z-cards) and licenses was essentially a work tax and, therefore, unconstitutional. Further, the SIU argued that documenting and licensing seamen had been done since the previous century in order to protect the general public and ensure safe navigation. Thus, the SIU stated, documenting and licensing seamen is in the public interest.

The Coast Guard, on the other hand, through the U.S. Justice Department attorneys representing the agency, claimed that mariners derive a private benefit from being documented and

licensed since the lack of such credentials prevents many individuals from obtaining employment in the maritime sector.

The case was appealed to the U.S. Court of Appeals in January 1995. The three Appeals Court judges assigned to the case, Edwards, Karen LeCraft Henderson and Judith W. Rogers, heard oral arguments from the SIU's and Coast Guard's attorneys on November 7, 1995.

Both the SIU and the government asked for the Appeals Court review after the District Court for the District of Columbia issued its ruling in November 1994. In that decision, U.S. District Court Judge Robert Oberdorfer determined that the Coast Guard could charge user fees for z-cards and licenses because seamen and boatmen accrued a private benefit from obtaining these documents. Judge Oberdorfer also ruled that the \$17 fee charged by the Coast Guard for an FBI background check (a portion of the overall cost of a document or license) did not confer any private benefit to a seaman and boatman, and therefore should not be charged.

In appealing Judge Oberdorfer's decision, the SIU argued that it was the public that benefitted from licensing and documenting, citing the many laws enacted concerning mer-

chant mariner z-cards and licenses in order to ensure the safety of passengers, cargo, coastal communities; environmental safety and availability of seamen in times of conflict. The Coast Guard appealed Judge Oberdorfer's decision that the agency could not charge for the FBI investigation.

\$17 FBI Check Fee in Question

Concerning the \$17 fee, the Appeals Court did not completely overturn Judge Oberdorfer's decision. Instead, the court remanded this back to Judge Oberdorfer to investigate what portion of the \$17 is justified. In other words, the U.S. District Court must now determine how much information that \$17 buys and if all that information is necessary in the Coast Guard's documentation process.

The District Court has to decide if the check being conducted on an individual seeking a document or license is limited to ensuring compliance with the law's requirements and that the applicant does not have a criminal record that disables him or her from getting the z-card or license. If the check is focused in that manner, then the Coast Guard may charge the \$17.

However, if the check includes more information than required by the law, the District Court would have to determine how much of the cost should be borne by the applicant and how much should be paid for by the agency.

User Fees Popular Trend

The Appeals Court decision allowing the Coast Guard to charge for the documents and licenses follows a 20-year trend

within the federal judiciary system.

Congress has been instituting user fees as way to raise revenues without passing new taxes.

In fact, the origin of the fees for documents and licenses is the 1990 Omnibus Budget Reconciliation Act. This bill was drafted as a way to reduce the federal deficit.

Within the act, the Congress created a series of user fees for the Coast Guard to charge, including those on z-cards and licenses. By doing so, the legislators were lifting a longstanding prohibition on mariners paying for their documents and licenses.

What's Next?

Meanwhile, the SIU is reviewing the Appeals Court decision and considering what further action may be taken. The *Seafarers LOG* will keep members informed of what is happening in the case.

The SIU submitted its original lawsuit against the implementation of the user fees on April 15, 1993. Joining the SIU (including the Sailors' Union of the Pacific and the Marine Firemen's Union) in the suit were District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers and International Organization of Masters, Mates and Pilots as well as five individual mariners.

The Coast Guard began charging the fees on April 19, 1993. The fees range from \$35 for the issuance of an entry-level merchant mariner's document to \$250 for the costs involved in securing an upper level license.

ITF Garner \$31,400 in Back Pay For Crew on Runaway-Flag Vessel

Mariners working aboard a runaway-flag ship recently received more than \$31,000 in back pay and overtime after securing assistance from the International Transport Workers Federation (ITF).

SIU Representative Spiro Varras, an ITF inspector, met with the Filipino crew aboard the Greek-owned, Cyprus-flag *Explorer LT* in Linden, N.J. on March 25. After hearing crew complaints about working conditions and pay disputes, he demanded that the shipowner, Blue Flag Navigation Ltd., recognize the ITF as the crew's bargaining representative and honor the conditions of the ITF contract, which was supposed to be in effect.

The ITF agreement establishes wage rates that meet international standards. It also provides for overtime and holiday pay and manning according to ITF policy. Further, it includes a clause for free medical attention, sick pay, death benefits, disability in-

surance and other benefits.

Less than two days after Varras made his demands to the company in behalf of the crew, the shipowner agreed to pay the \$31,426.11 in back wages and overtime owed to the mariners. (The back pay retroactively covered four to nine months, depending on the individual seaman. One crewmember was owed more than \$4,000, and another was due more than \$3,400.)

"The crew was very thankful to the ITF and the SIU," noted Varras. "I also would like to note that the ITF's Ships Action Unit helped me resolve this matter quickly."

The ITF comprises approximately 400 transportation unions throughout the world, including the SIU and numerous other seamen's unions. Headquartered in London, the ITF has inspectors who work all over the globe in support of its goals.

For instance, the organization

has an ongoing campaign to chase runaway-flag shipping from the seas and, short of that, to upgrade the substandard conditions of such vessels. (When needed, the ITF also assists mariners aboard national flag vessels.)

Runaway-flag shipowners seek to dodge the strict safety and environmental regulations, tax obligations and mariners' wages of their own nations by registering their vessels in countries that operate an open ship registry as a source of income.



One of the mariners aboard the runaway-flag ship shows his appreciation to SIU Representative Spiro Varras (left) for his efforts.



The Greek-owned, Cyprus-flag *Explorer LT* is one of many runaway-flag vessels, whose owners try to get around stringent safety and environmental regulations plus other obligations.



Thanks to representation by the ITF, the Filipino crew of the *Explorer LT* received more than \$31,000 in back wages and overtime.

Romanian Mariners Prove Innocence in Smuggling Case

ITF Inspector Aids Surprised Crew

The International Transport Workers Federation (ITF) recently assisted a group of Romanian mariners who were in danger of being wrongfully deported from the United States.

Crewmembers aboard the *Seanav 1* contacted SIU Representative Edd Morris, an ITF inspector, after the ship's captain and chief mate were arrested in Philadelphia for allegedly smuggling anabolic steroids and \$650,000 in marked money into the United States.

Morris helped the other crewmembers establish their in-

nocence to U.S. customs officials, thereby avoiding not only deportation and loss of wages, but also the possible cancellation of their licenses and seamen's books.

He also aided them in securing repairs for the ship, as well as stores and fuel.

Meanwhile, the captain and chief mate reportedly are serving time in a New Jersey-area prison.

"The rest of the crew knew absolutely nothing about what the captain and chief mate had done. It was a confusing situation, but the innocent crewmembers were happy that everything worked

out," noted Morris. "They were also glad to receive items such as soap and toilet paper, because the ship had run out."

The mariners are members of the Romanian Seafarers Union, which belongs to the ITF.

The ship, owned by a Romanian government entity, was carrying metal ingots from Russia to the U.S. when the two officers were taken into custody. The rest of the crew was confined to the ship and had their shore passes confiscated. When they realized they were in danger of being deported, they used an ITF booklet to locate a nearby ITF inspector.

Spurred by the ITF, the U.S. Immigration and Naturalization Service (INS) undertook a thorough investigation and subsequently canceled the deportation order.

The *Seanav 1* soon received a replacement captain and chief mate, then continued its voyage.

"There were a number of parties who pitched in to clear up this situation, including the Philadelphia International Seamen's Center, the INS, the Seafarers Section of the ITF in London, and the

Baltimore International Seamen's Center," Morris reported.

The assistance also included securing use of a cellular telephone (and bargain-rate phone cards) so the mariners could contact their respective families while the crew was restricted to the vessel.

The SIU is one of approximately 400 transportation unions throughout the world that belong to the London-based ITF.



The Romanian crew of the *Seanav 1* avoided wrongful deportation from the U.S. when ITF Inspector Edd Morris intervened on their behalf.



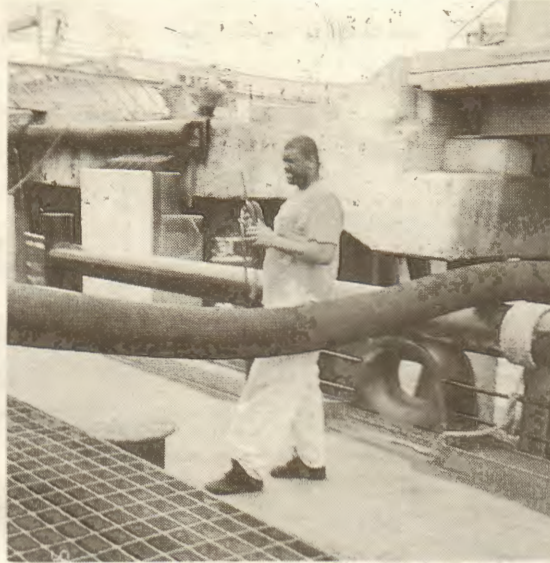
The captain and chief mate of the *Seanav 1* recently were arrested for allegedly smuggling steroids and marked money into the U.S.



AB Bruce Collins cuts in draft numbers while suspended in a bosun's chair high above the main deck of the *Gus Damell*.



Carefully tending the *Gus Damell's* mooring lines in 36-foot tides while in the port of Anchorage, Alaska is AB Rob Ashcom.



DEU Thomas Ragler III monitors the manifold gauges while taking on cargo in the port of Anchorage, Alaska.



AB James Souci paints the house of the *Gus Damell* while at anchor in a sunny West Coast port.

Military Bases Supplied By SIU-Crewed Darnell

From Alaska to Antarctica and points in between, Seafarers aboard the *Gus Darnell* are always ready to deliver cargo to U.S. military bases located throughout the world.

Like her sister ships, the *Richard G. Mathiesen*, *Paul Buck*, *Lawrence Gianella* and *Samuel Cobb*, the *Darnell* is operated under a long-term charter with the Military Sealift Command (MSC). The Ocean Shipholding Inc. tankers routinely refuel U.S. Army, Navy, Air Force, Marine Corps and Coast Guard bases throughout the world. Following a recent voyage to Anchorage, Alaska to resupply a Navy base with jet fuel and other petroleum products, AB James Souci provided the *Seafarers LOG* with a descrip-

tion of the vessel's activities and the photos accompanying this article.

The AB noted that when crewmembers aboard the tanker are not busy loading and unloading fuel, they are working hard to keep the *Gus Darnell* in top form.

Souci stated that most of the exterior maintenance on the tanker is done while in West Coast ports such as Long Beach, San Diego and Oakland, Calif. The milder climates there are more conducive to sougeeing, chipping and painting the vessel. But even while sailing in more frigid areas—near the North and South poles, for example—there is still plenty to do, the AB said.



SIU hawsepiper and third mate Edwin Embry maintains a tight watch during cargo operations aboard the *Gus Damell*.

Seafarers Rise To the Occasion

Seafarers aboard the Ready Reserve Force (RRF) vessel *Cape Rise* played an important role in support of NATO peacekeeping troops late last year and early this year. SIU members also crewed the *Cape Race* in support of the

Crews on both ships braved fierce winter storms in the North Atlantic to deliver cargo that included military vehicles and ammunition. The vessels are operated by OMI Ship Management for the U.S. Maritime Administration, known as Operation Joint Endeavor.



Fellow crewmembers aboard the *Cape Rise* commended the job done by the galley gang, including Chief Cook Ron Hall.



Reporting for work aboard the roll-on/roll-off RRF ship is SA Anthony Houston. The vessel was activated December 1.



AB Robert Lindsay said foul weather was the hardest aspect of sailing aboard the *Cape Rise* during the operation.



Bosun Paul Lewis (right), pictured with Chief Mate John Meinsohn, said of the *Cape Rise* crew, "We answered our country's call."



AB Bill Farris (left), DEU Ricky Langley and other Seafarers on the *Cape Rise* sailed more than 17,000 miles, loading cargo in Belgium, England and Germany.

San Juan Seafarers Perform Diverse Tasks



There is never a shortage of things to do for Seafarers who work aboard many vessels that call at the port of San Juan, P.R.

Seafarers operate ship-docking tugs as well as navigate ocean-going tugs and barges that sail between the Eastern seaboard of the United States and Puerto Rico.

The SIU members also lighter ships all around the Caribbean as well as handle oil spill response equipment. No matter what the task, Seafarers always get the job done.

In addition to the above assignments and keeping their vessels in top shape, Seafarers who sail from the port of San Juan are often dispatched

throughout the entire Caribbean region to unload bunkers and perform a variety of other tasks. Ports that San Juan Seafarers are often called to include St. Croix, St. Thomas and St. Kitts. In fact, SIU members were instrumental in helping to gather and transport hurricane relief items to members on the Caribbean islands following Hurricane Marilyn last September.

According to San Juan Port Agent Steve Ruiz, "Seafarers in Puerto Rico can be found doing everything from delivering hurricane relief aboard a barge to painting the house of a 700-foot container-ship to lightering thousands of gallons of fuel. We have a very diverse and talented membership."

Chief Mate Hector Guzman gets ready to board a Crowley Marine Transport tugboat from pier number 10 in San Juan.



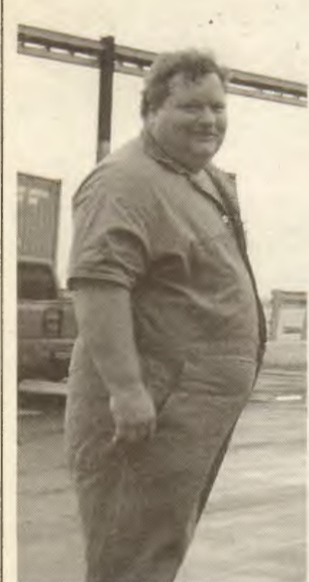
Preparing for another busy day aboard a Crowley tug in San Juan is Chief Mate Elizabeth Marx.



Electrician William Bland poses behind the *Sea-Land Expedition* while it is taking on containers in the port of San Juan.



Cook Angel Lozado creates hearty meals aboard Crowley Marine Transport tugboats.



Standing at the docks prior to reporting for work is Electrician Robert Colanti.



Aboard the tanker *Charleston*, Chief Cook Gwendolyn Shinholster (left) and Steward/Baker German Rios prepare barbecued chicken for dinner.



As the tug *Apache* readies for departure from San Juan, AB Emilio Maclara brings in the lines.



Making sure containers are secure aboard a Sea-Land vessel recently docked in the Puerto Rican port is AB Claudio Del Carmen.



AB Joaquin Passapera pours himself a cup of coffee aboard a Navieras NPR, Inc. vessel in San Juan.



Ready for another busy day of vessel docking in the port of San Juan are Cook Elsa Marler (center) and Engineer Manuel Figueroa (right). They are joined by Crowley Port Steward Ed Figueroa.

SIU Members Support Striking Newspaper Workers

Seafarers were among 3,000 trade unionists, families and friends who turned out for an April 14 rally in support of 2,600 workers engaged in a bitter strike against the *Detroit Free Press* and the *Detroit News*.

SIU members joined with other supporters at Detroit's Cobo Center, where they heard labor representatives from around the country challenge the newspapers' publishers and demand a fair contract for the striking workers.

Seafarers have been a source of unwavering support to the employees of the *News* and *Free Press* who have been involved in an exceptionally contentious strike since July 13, 1995, after negotiations failed to produce a new agreement. Gannett owns the afternoon *News* while the morning *Detroit Free Press* is owned by Knight-Ridder.

SIU members also planned to participate in a May 7 rally at Gannett headquarters in Arlington, Va. in support of the striking workers, who come from six unions represented by the Metropolitan Council of Newspaper Unions. They include drivers, circulation employees, reporters, photographers, mailers, copy editors, artists, graphic workers, press operators, printers and engravers.

Algonac (Mich.) Port Representative Ken Horner noted that the SIU is continuing its active support for the striking newspaper workers.

"There is a lot of solidarity and support for the striking workers within the SIU. We show our support every chance we get," noted the port representative.

"The rally was a positive ac-

tivity and it really seemed to boost the spirits of the strikers. There are six unions involved—that is a lot of union brothers and sisters. Management is determined to bust them," Horner said.

"However, the workers are together in spirit. It gives you a feeling of well-being to stand together and fight the good fight. A fight to preserve fair pay and good jobs for American workers," Horner added.

Leaders Swear Support

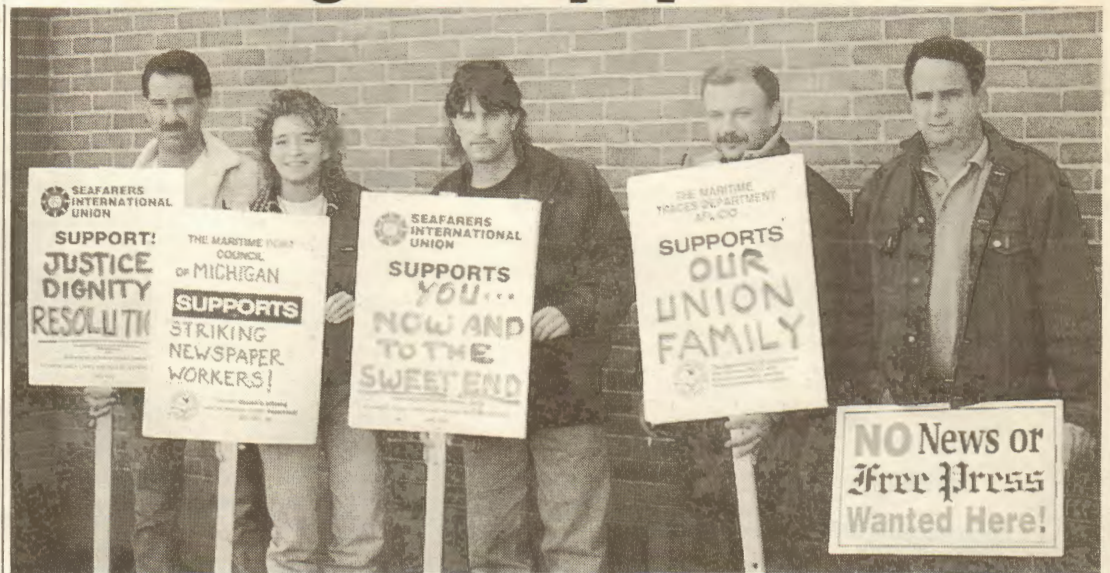
At the rally, AFL-CIO President John J. Sweeney asked the crowd gathered in Detroit, "Did Knight-Ridder think they could crush working families, destroy our lives and careers and no one would protest?"

"We will be with you until Detroit is once again a city where hard work is fairly rewarded and justice is done," Sweeney told the cheering crowd.

AFL-CIO Secretary-Treasurer Richard L. Trumka commended the strikers and members of the community for sticking to the cause despite the repeated efforts by Knight-Ridder and Gannett to bust the unions.

"Readers are finding other things to read. Advertisers are finding other places to advertise. The community is revolted and disgusted," said Trumka. "It's Detroit. It's 1996. It's spring. We're still here. And we're going to stay here until we win."

Also participating in the rally were Service Employees President Richard W. Cordtz, United Auto Workers Vice President Carolyn Forrest, Graphic Communications Secretary-Treasurer Guy DeVito, Newspaper Guild President Linda K. Foley,



Posing for a photo outside Detroit's Cobo Center prior to the start of the April 14 rally in support of striking newspaper workers are (from left) OS Jed Logan, Second Cook Tracy Grant, OS Eric Corwin, OS Glen Davis and SIU Representative Ken Horner.

Michigan AFL-CIO Secretary-Treasurer Bertha L. Poe, Detroit AFL-CIO President Edgar A. Scribner, U.S. Rep. John Conyers Jr. (D-Mich.) and Detroit City Council President Mary Mahafey.

Campaign Gains Momentum

The campaign against the *News* and *Free Press* continues to gain force. On April 15, hearings before the National Labor Relations Board began hearings concerning unfair labor practices against the newspapers. The charges against the *News* and *Free Press* stem from not bargaining in good faith and threatening to replace workers involved in an unfair labor practices strike.

Circulation and advertising at the papers (which are being published using scab workers recruited from around the country) continue to plummet.

According to an independent audit by Houston-based International Demographics, approximately 700,000 Detroit-area readers have dropped the Sunday editions of the two papers since the strike began.

Last month, Sweeney asked AFL-CIO affiliate unions to support a "do not buy, do not advertise" campaign against *USA Today*, the flagship of Gannett Publishing.

In a recent letter to union presidents, Sweeney stated, "I hope you will consider asking your employers not to patronize *USA Today* until the strike is settled, and ask them to tell Gannett why they are taking action."

Sweeney also urged AFL-CIO affiliates to help affected workers by subscribing to the striker-produced Detroit paper, the *Sunday Journal*.

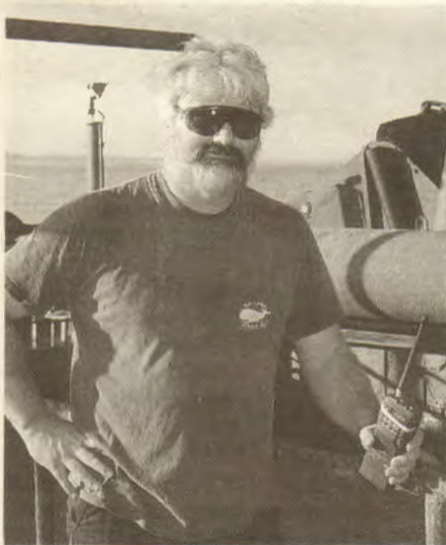
In its Strategic Approaches

Committee, the AFL-CIO Executive Council is putting together a support program for the striking workers that includes campaigns against the leading papers of the parent companies involved in the strike.

In their campaign against Knight-Ridder's flagship, the *Miami Herald*, the AFL-CIO has issued a letter to more than 90,000 South Florida union members asking them to cancel subscriptions to the paper.

In addition, striking newspaper workers are in south Florida, phoning subscribers and urging them to cancel their subscriptions.

SIU members who live in the Miami area showed their support for the striking workers by participating in an April 23 demonstration outside the hotel where Knight-Ridder was holding a shareholders meeting.



Long Island dredge Captain Philip Kleinbreil gives instructions to the crew via radio transmission.

Seafarers Aboard Dredge *Long Island* Handle Beach Replenishment Job

From restoring sandy beaches along the East Coast to widening shipping channels on the Great Lakes, Atlantic Ocean and Gulf of Mexico, Seafarers aboard the *Long Island* are skilled for the many different jobs performed by the dredge.

Currently working on a beach replenishment project in Hobe Sound near Jupiter Island, Fla., Seafarers aboard the *Long Island* are pumping sand from the bottom of the ocean and placing it on the shore to broaden the beach area where storms, tides and other natural elements have caused it to erode.

Owned by Great Lakes Dredge and Dock Company, Inc. the *Long Island* is composed of a tugboat and a barge. Referred to as a pumper dredge, the *Long Island* operates with two pumps which lift the material from the bottom of the sea and store it until it can be removed or used to fill in another area. The *Long Island* gets the majority of its work from the

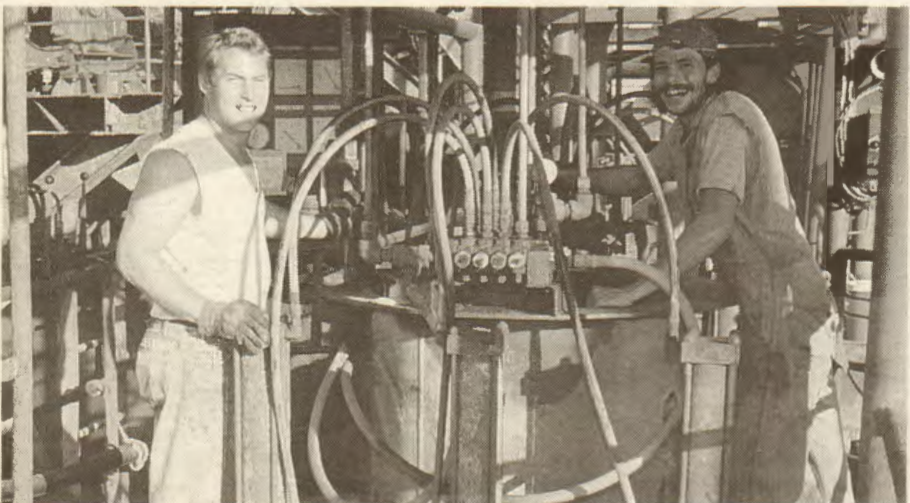
U.S. Army Corp of Engineers.

Seafarers also perform a variety of tasks involved in channel maintenance and widening operations. The *Long Island* removes rock, sand or mud from the bottom and sides of a channel, to make the area wider or give it a greater depth.

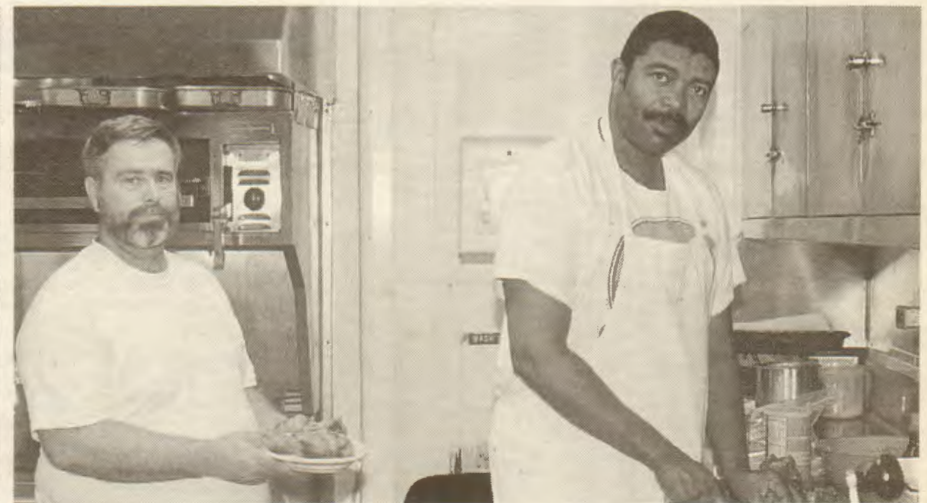
When the vessel begins a new dredging project, the area is marked and surveyed. The depth is measured and examined by a computer on board the dredge. Depending on the operation at hand, different markers are used to designate the area to be worked.

The *Long Island* is 510-feet long and can store 16,000 cubic yards of material.

Great Lakes Dredge and Dock Co. is the parent company of North American Trailing Company (NATCO) which operates the SIU-crewed hopper dredges the *Sugar Island*, *Dodge Island*, *Manhattan Island*, *Northerly Island* and *Padre Island*.



AB Paul Davenport (left) and Deckhand Brett Solee check the dredging equipment aboard the *Long Island*.



Chief Cook Jimmy Reddick (right) and Messman William Brainardt prepare lunch for crewmembers aboard the *Long Island*.

Inspiration Crew Focuses On Importance of U.S. Flag

OOCL Inspiration Seafarers often focus on the importance of keeping the U.S. flag flying on the high seas.

In regular union meetings, Bosun Mark Trepp reminds his fellow crewmembers of the value of writing their elected officials to

urge support for maritime revitalization legislation which is now awaiting action before the Senate.

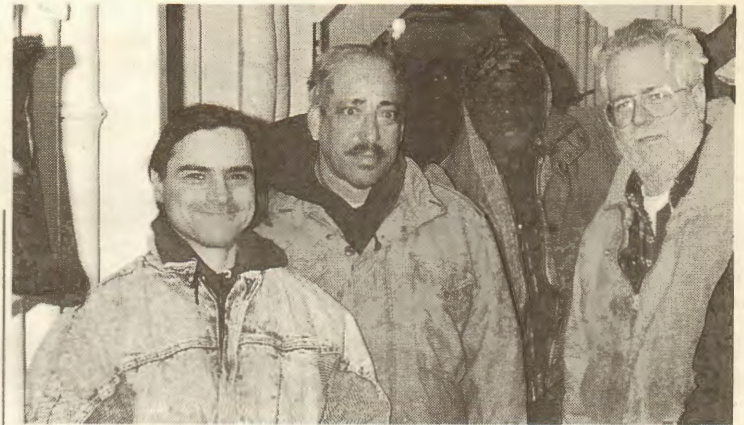
"There is a constant flow of communication among all crewmembers aboard the OOCL Inspiration. This is a happy crew

which truly enjoys working together," said Patrolman Jack Sheehan, who went aboard the containership during its recent visit to the port of Elizabeth, N.J. to answer questions from the crewmembers, handle any needed vacation and health paperwork and update the members on the latest maritime news.

Sheehan stated the crew was in good spirits, as the photographs he sent to accompany this article show. He commended the crew for being "hard workers and good SIU brothers."

Sheehan added that the galley gang aboard the Sea-Land ship is "second to none. Chief Cook Raul Gotay is one of the best."

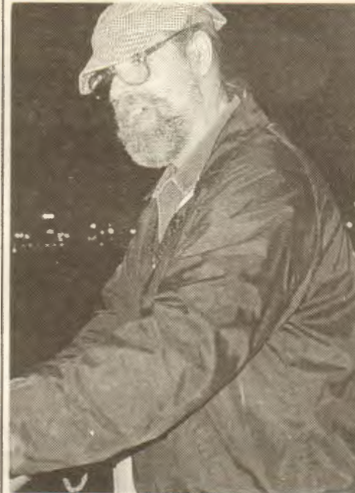
The 28-day round trips between the United States and Northern Europe keep the vessel's crewmembers very busy. The ship calls on U.S. ports in Norfolk, Va., Boston, New York and New Orleans; it then continues to the European ports of Rotterdam, the Netherlands; Bremerhaven, Germany and Felixstowe, England.



At the OOCL Inspiration's gangway are (from left) AB Danny Miller, AB Howard Knox, AB Richmond Matthews and Bosun Mark Trepp.



Signing in at a union meeting aboard the OOCL Inspiration are (from left) Chief Cook Raul Gotay, SA Jason Toro and QMED Todd Smith.



Hooking up the safety net on the OOCL Inspiration's gangway is AB Fred Gongora helps



As a member of the deck department, AB Fred Gongora helps maintain the OOCL Inspiration.

Planning a Family Vacation? Consider Piney Point

There is plenty of time for Seafarers and their families to make reservations for a summer vacation at the Paul Hall Center in Piney Point, Md.

As many SIU members already have discovered, Piney Point offers a pleasing mix of tranquility, ideal facilities and close proximity to a wide variety of historical sites and outdoor activities. Situated on the banks of the St. George's Creek, the Paul Hall Center features all the ingredients for a fun-filled vacation, either on the grounds or within driving distance.

The center itself has a health spa, tennis courts, olympic-size swimming pool and plenty of picturesque space for peaceful walks or jogs on the beautifully landscaped grounds.

If you crave more than the relaxed southern Maryland way of life during your stay, the excitement of Washington D.C. or Baltimore is within a two-hour drive from the Paul Hall Center.

The nation's capital has many statues and memorials, each in its own unique surroundings. The Jefferson Memorial has places to rest and share a picnic lunch under the shade of the cherry trees along the Potomac River. Paddle boats may be rented by the hour and are a fun way to get a look at the

Washington surroundings.

The Capitol, White House and Supreme Court all offer daily tours. A favorite for many families is a tour of the FBI headquarters as well as a visit to the United States Treasury's printing site, where one may watch the nation's paper currency being made.

The Smithsonian Institution holds hundreds of exhibits (all free) and provides hours of fun for the entire family. Among the Smithsonian museums are the Museum of Natural History, Museum of American History and the National Air and Space Museum. The Museum of American History is known as the "nation's attic" because everything is there—from Fonzie's leather jacket in "Happy Days" to Dorothy's ruby slippers in the "Wizard of Oz" to the gowns worn by the First Ladies at their husbands' inaugural balls.

One of the best exhibits of animals can be found at the

Washington National Zoo.

Hundreds of rare animals live in natural habitat compounds rather than in cages. Visits to "Monkey Island" and the rain forest at the zoo are both fun and educational.

Baltimore offers many other opportunities for the family. The Inner Harbor features a wide variety of shops and restaurants. Or you can catch a game at Camden Yards—home to baseball's Baltimore Orioles.

The fort that inspired the writing of "The Star Spangled Banner"—Fort M'Henry—is also within Baltimore's city limits.



There are many more sights to behold in Annapolis, Md., Alexandria, Va. and other metropolitan cities. It will take more than a day—or even a weekend—to see some of the more well known landmarks and visit other significant attractions in the

area.

From the peace and solitude of Piney Point and all its attractions to the nation's capital and surrounding areas, your time at the Paul Hall Center will be a memorable one.

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____ (Stay is limited to two weeks)

Date of departure: _____

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

UNION MEMBER VACATION RATES

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

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

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

Dispatchers' Report for Deep Sea

MARCH 16, 1996 — APRIL 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	17	4	20	20	2	9	58	34	9
Philadelphia	0	7	0	2	6	0	1	7	5	2
Baltimore	3	6	0	4	9	0	0	8	13	0
Norfolk	14	17	3	8	7	4	4	23	29	5
Mobile	10	9	2	10	8	0	4	13	13	2
New Orleans	19	14	3	16	10	0	8	36	42	4
Jacksonville	22	11	6	16	18	3	8	59	22	7
San Francisco	20	15	2	14	9	0	7	33	37	5
Wilmington	18	24	3	8	7	2	8	37	37	5
Seattle	22	23	1	22	26	0	4	47	40	1
Puerto Rico	10	2	1	7	3	0	1	16	5	5
Honolulu	5	10	2	10	4	1	1	9	16	6
Houston	28	22	5	15	15	4	8	49	43	7
St. Louis	3	3	0	0	0	0	0	4	3	0
Piney Point	2	2	1	0	1	0	1	6	7	2
Algonac	1	0	2	0	1	0	0	1	1	2
Totals	208	182	35	152	144	16	64	406	347	62
ENGINE DEPARTMENT										
New York	16	12	1	6	3	0	4	36	31	3
Philadelphia	2	3	0	2	1	0	1	3	5	1
Baltimore	2	5	1	2	9	1	1	7	11	1
Norfolk	6	6	0	5	6	0	2	7	14	3
Mobile	6	3	0	8	2	0	2	10	12	0
New Orleans	6	11	3	6	6	0	5	16	19	6
Jacksonville	12	14	0	9	13	0	4	19	23	0
San Francisco	18	10	1	7	12	1	3	24	16	0
Wilmington	4	8	1	4	6	1	0	8	15	6
Seattle	13	9	1	17	10	0	6	18	12	2
Puerto Rico	7	7	0	3	5	0	3	8	5	2
Honolulu	4	10	3	4	10	2	2	4	17	8
Houston	12	17	2	9	14	1	5	25	21	5
St. Louis	2	0	0	2	0	0	0	1	2	0
Piney Point	1	9	0	2	6	0	2	3	10	0
Algonac	1	0	0	1	0	0	0	1	0	0
Totals	112	124	13	87	103	6	40	190	213	37
STEWARD DEPARTMENT										
New York	14	16	0	9	3	0	2	29	26	1
Philadelphia	0	4	1	1	1	0	1	1	4	2
Baltimore	3	2	0	4	1	0	0	4	2	0
Norfolk	8	4	2	6	5	2	3	12	11	3
Mobile	5	6	0	6	2	1	1	12	12	0
New Orleans	7	9	1	5	3	1	3	16	18	1
Jacksonville	14	10	0	8	7	1	6	20	10	2
San Francisco	22	6	0	21	5	0	9	51	14	0
Wilmington	13	4	0	6	2	0	3	23	8	4
Seattle	23	6	1	22	3	0	3	32	7	1
Puerto Rico	0	3	2	1	2	0	1	4	3	3
Honolulu	17	10	3	10	5	11	9	21	13	6
Houston	13	6	1	9	5	0	6	15	10	3
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	12	3	1	2	1	0	1	14	3	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	152	89	12	110	45	16	48	255	141	27
ENTRY DEPARTMENT										
New York	4	25	2	2	14	0	0	15	60	14
Philadelphia	0	1	0	0	0	2	0	1	3	0
Baltimore	1	3	1	1	2	0	0	2	4	7
Norfolk	0	18	5	0	7	4	0	4	32	16
Mobile	1	4	0	1	5	0	0	2	16	1
New Orleans	6	7	8	2	2	2	0	9	22	17
Jacksonville	2	16	8	2	13	6	0	3	24	18
San Francisco	10	20	4	4	12	0	0	19	40	6
Wilmington	8	11	2	2	4	0	0	14	21	7
Seattle	8	14	0	4	11	0	0	13	34	4
Puerto Rico	2	6	5	2	6	2	0	7	10	8
Honolulu	5	30	58	3	29	48	0	8	47	84
Houston	0	19	4	0	13	1	0	0	25	6
St. Louis	0	1	1	0	1	0	0	0	3	2
Piney Point	2	18	1	1	10	0	0	2	32	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	49	193	99	24	129	65	0	99	373	194
Totals All Departments	521	588	159	373	421	103	152	950	1,074	320

* "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.

June & July 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: June 3, July 8
- New York**
Tuesday: June 4, July 9
- Philadelphia**
Wednesday: June 5, July 10
- Baltimore**
Thursday: June 6, July 11
- Norfolk**
Thursday: June 6, July 11
- Jacksonville**
Thursday: June 6, July 11
- Algonac**
Friday: June 7, July 12
- Houston**
Monday: June 10, July 15
- New Orleans**
Tuesday: June 11, July 16
- Mobile**
Wednesday: June 12, July 17
- San Francisco**
Thursday: June 13, July 18
- Wilmington**
Monday: June 17, July 22
- Seattle**
Friday: June 21, July 26
- San Juan**
Thursday: June 6, July 11
- St. Louis**
Friday: June 14, July 19
- Honolulu**
Friday: June 14, July 19
- Duluth**
Wednesday: June 12, July 17
- Jersey City**
Wednesday: June 19, July 24
- New Bedford**
Tuesday: June 18, July 23

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

Personals

QMED ERNEST JAMES COX

Please contact Joan McDermitt as soon as possible regarding your daughter, Joanne. Write her at 230 Light Dogwood Drive, Etters, PA 17319; or telephone (717) 938-2269

PETER LAMAR CRUM

Please get in touch your uncle, Mike Jones, at 8500 Middlecreek Drive, Norfolk, VA 23503; or telephone him at work (804) 499-7900 (and ask for his boss, Scott Felton).

RUBIN LIPSHITZ (a.k.a. ROBERT LYONS)

Please contact your long lost sister, Shirley Lippman, 133 West 104th Street, New York, NY 10025.

ROY THOMAS POWERS JR.

Your brother, Roger C. Powers, would like to hear from you. Write him at 222 East 2nd Street, #204, Duluth, MN 55805; or telephone (218) 727-2685.

From School to Ship



Following her recent graduation from the cook and baker course at the Paul Hall Center in Piney Point, Md., seven-year SIU member Connie Gaines registers to sail at the union hall in Baltimore.

**Seafarers International
Union Directory**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Juncos Ave., Stop 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

MARCH 16 — APRIL 15, 1996

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	19	1	0	15	0	0	37	6
Algonac	0	7	2	0	6	0	0	16	1
Algonac	0	2	2	0	10	0	0	7	1
Algonac	0	16	11	0	0	0	0	41	15
Totals All Departments	0	44	16	0	31	0	0	101	23

* "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

MARCH 16 — APRIL 15, 1996

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	2	0	0	2	0	0	16	2	0
Gulf Coast	7	8	10	0	1	2	8	7	23
Lakes & Inland Waters	57	0	0	14	0	0	33	0	0
West Coast	4	0	3	48	4	4	13	3	18
Totals	70	8	13	64	5	6	70	12	41
Region				ENGINE DEPARTMENT					
Atlantic Coast	1	0	0	1	0	0	2	1	1
Gulf Coast	0	0	0	0	1	0	0	0	0
Lakes & Inland Waters	6	0	0	0	0	0	0	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	7	0	0	3	1	0	2	1	1
Region				STEWARD DEPARTMENT					
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	4	1	0	2	0	0	14
Lakes & Inland Waters	5	0	0	0	0	0	5	0	0
West Coast	0	0	4	0	0	3	2	0	17
Totals	6	0	8	1	0	5	9	0	31
Totals All Departments	83	8	21	68	6	11	81	13	73

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

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

**Maritime Day Honors
WWII Merchant Marine**

You probably won't find it on any calendars, but those of us who sailed in the merchant marine know that May 22 is Maritime Day.

I think it is very important on this day to remember the U.S. merchant marine of World War II. For decades, we were cheated out of veterans' benefits, even though the merchant marine suffered a greater loss of life (in percentage) than all but one of the U.S. armed forces. Some 833 American ships were lost because of enemy action, including six before Pearl Harbor.

The widows and children of those who lost their lives, because the merchant mariners were part of the only all-volunteer service in the war, weren't compensated like the surviving families of those who served in the armed forces.

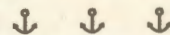
To top it off, those mariners who lived through the war later had to pay for the medals they earned!

History should show that the U.S. merchant marine of World War II played a heroic role. When they weren't on duty operating the ships, they were assigned gun stations.

And as for the nonsense that merchant seamen got rich during the war, I have the pay stubs to prove otherwise! Our compensation wasn't much different from that of the Navy people or other armed servicemen.

As Maritime Day nears, let us remember our thousands of U.S. merchant mariners who lay at the bottom of the sea. For without their sacrifice, we would not have won the war.

Pete Salvo
McKeesport, Pennsylvania



**Good Reasons for Attending
The Lundeberg School**

Attending the Lundeberg School at Piney Point, Md. is the key to a broader education. This key opens doors to those people interested in making their livelihoods in the maritime industry.

By attending the school at Piney Point, we as Seafarers enhance the quality of the product—ourselves—so that our union leaders can sit down at the bargaining table with the shipping companies and continue to know they are

offering the best Seafarers available.

Attending the school means more efficient and sharper skills, which enhance the image of the SIU and enable its members to compete in the maritime industry in a professional manner.

Piney Point—American made and American maintained—has a staff of highly skilled instructors who take pride in their work. But the biggest selling point is that the school is there to be used by all SIU members. It even has provisions to bring your family along, if you want.

For me, attending the Lundeberg School has increased my potential many times over. My only regret is that I did not attend classes earlier in my career. For all of the younger SIU members: Don't let this happen to you. Apply now. Education is something that no one can take away from you. All you have to do is apply your knowledge to a specific purpose.

The SIU has the most efficient, highly trained personnel in the industry. Attending Piney Point is the best way to keep it at such a level. Sister and Brother Seafarers, you owe it to yourselves to enroll at the school now. You also owe it to your families, the union and the future of the maritime industry.

Gil Tedder
Mobile, Ala.



Welcome Ashore

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

The Seafarers Welfare Plan is proud to announce the retirements of 21 SIU members.

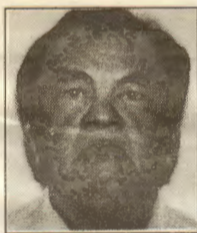
Seventeen of the new pensioners sailed in the deep sea division, three navigated the inland waterways, and one shipped on the Great Lakes.

Among those joining the ranks of SIU pensioners are **Richard Brown**, who completed the bosun recertification course at the Lundeberg School in Piney Point, Md. in 1987 and **Sherman Jarman**, who graduated from the steward recertification at the school in 1979. These courses offer the highest level of training for deck and steward department members at the Paul Hall Center.

Thirteen of the retiring Seafarers served in the U.S. military—six in the Army, three in the Navy, one each in the Air Force, Marine Corps and Coast Guard. One member served in both the Coast Guard and the Air Force.

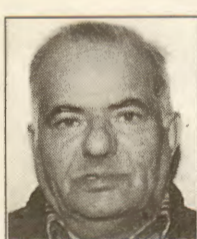
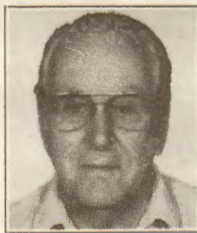
On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



DAVID ABLE, 67, joined the Seafarers in 1969 in the port of New York. The Philippine Island native sailed in the engine department and upgraded frequently at the Lundeberg School. Brother Able resides in Port Richey, Fla.

HERBERT ARCHER, 65, joined the SIU in 1955 in his native Norfolk, Va. He sailed as a member of the steward department. Brother Archer has retired to Houston.



MOHAMED BAAGARI, 65, began his seafaring career with the union as a Great Lakes division member in 1964 in the port of Detroit. In 1973, Brother Baagari transferred to the deep sea vessels where he continued to sail in the engine department. Born in Yemen, Arabia, Brother Baagari resides in Buffalo, N.Y.

MARCELINO BULANTE, 65, started his sailing career with the SIU in 1979 in the port of San Francisco. Born in Cebu

City, Philippines, Brother Bulante sailed in the deck department. He calls San Francisco home.

RICHARD BROWN, 65, joined the Seafarers in 1979 in the port of New York. The Manhattan native sailed in the deck department and graduated from the bosun recertification course at the Lundeberg School in 1987. Brother Brown served in the U.S. Marine Corps from 1948 to 1949. He has retired to Pembroke Pines, Fla.



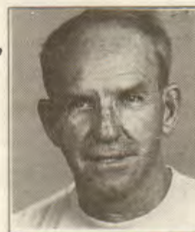
ALFREEDY DAY, 61, joined the SIU in 1962 in the port of New York. A native of Alabama, Brother Day began his union career as a member of the steward department and later switched to the engine department. He served in the U.S. Army in 1952. Brother Day resides in Mobile, Ala.

ANGELOS DIMAS, 65, began sailing with the Seafarers in 1971 from the port of New York. Born in Greece, Brother Dimas sailed in the engine department. He has retired to Fort Lee, N.J.

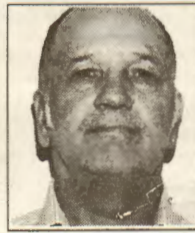


LARRY FRENETTE, 59, graduated from the Marine Cooks & Stewards (MC&S) Training School in Santa Rosa, Calif. in 1966 and joined the MC&S in San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Frenette was born in Fort Frances, Canada and sailed in the steward department. He upgraded at Piney Point in 1983. Brother Frenette served in the U.S. Army from 1956 to 1961. He lives in Richmond, Calif.

ROBERT GOODRUM, 65, joined the SIU in 1953 in the port of Mobile, Ala. Born in Bayou La Batre, Ala., Brother Goodrum sailed in the engine department and upgraded at the Paul Hall



Center frequently. He served in the U.S. Navy from 1948 to 1952. Brother Goodrum calls Eufaula, Ala. home.



SHERMAN JARMAN, 66, began his career with the Seafarers in 1975 from the port of Seattle. A Washington native, Brother Jarman sailed in the steward department and graduated from the recertified steward program at the Lundeberg School in 1979. He served in the U.S. Navy from 1948 to 1955. Brother Jarman has retired to Everett, Wash.

RICHARD MULLEN, 65, began sailing with the SIU in 1969 from the port of San Francisco. Born in California, he sailed in the engine department and upgraded frequently at Piney Point. Brother Mullen served in the U.S. Army from 1950 to 1953. He resides in Walnut Creek, Calif.

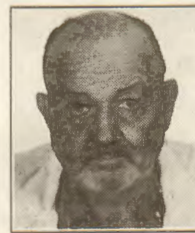


JOHN PERRY, 65, joined the Seafarers in 1978 in the port of Detroit. Born in New Bedford, Mass., Brother Perry began his sailing career on the Great Lakes and later transferred to the deep sea division. He sailed in the deck and engine departments. Brother Perry lives in Ormond Beach, Fla.

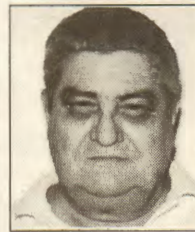


KENNETH PETERSON, 61, joined the SIU in 1969 in the port of Seattle. A native of Hancock, Mich., he sailed in the engine department. Brother Peterson served in the U.S. Army from 1957 to 1959. He has retired to the town of his birth.

EVERETT RICHMAN, 65, began his sailing career with the Seafarers in 1969 from the port of New York. The engine department member was born in Norfolk, Va. and upgraded at the Paul Hall Center frequently. Brother Richman served in the U.S. Coast Guard from 1947 to 1951 and in the U.S. Air Force from 1951 to 1961. He has retired to Jacksonville, Fla.

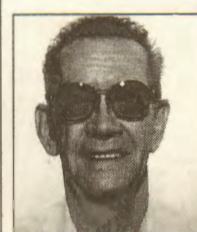


EDWARD RICKARD, 66, started sailing with the SIU in



1972 from the port of Houston. Brother Rickard was born in Columbus, Ohio and sailed in the deck department. He served in the U.S. Navy from 1947 to 1950. He resides in Sebastian, Fla.

ARTHUR SEQUEIRA, 65, joined the Seafarers in 1963 in the port of New York. Born in Russia, Brother Sequeira sailed in the deck department. He upgraded at the Lundeberg School in 1980. Brother Sequeira lives in Brooklyn, N.Y.



GENE SPECKMAN, 71, began his SIU career in 1967 in the port of Seattle. An Indiana native, he sailed in the engine department and upgraded at the Lundeberg School in 1976. Brother Speckman served in the Army Air Force from 1943 to 1946. He has retired to Hoodsport, Wash.

INLAND

HAROLD CHAMPAGNE, 63, started sailing with the Seafarers in 1961 from the port

of Port Arthur, Texas. Boatman Champagne sailed in the engine department. Born in Port Boliver, Texas, he served in the U.S. Army from 1953 to 1955. He calls Winnie, Texas home.

MARVIN FORBES, 62, joined the SIU in 1961 from the port of Norfolk, Va. A North Carolina native, Boatman Forbes sailed in the engine department. He upgraded at Piney Point in 1986. Boatman Forbes served in the U.S. Coast Guard from 1952 to 1956. He has retired to Wanchese, N.C.

JOSEPH LONG, 64, began his career with the Seafarers in 1971 from the port of Norfolk, Va. Born in Baltimore, he sailed in the steward department. Boatman Long served in the U.S. Air Force from 1951 to 1953. He resides in Smyrna, N.C.

GREAT LAKES

LOUIS BUNKER, 62, joined the SIU in 1962 in the port of Detroit. A native of Mackinaw Island, Mich., Brother Bunker sailed in the deck department mainly aboard Arnold Transit vessels. Brother Bunker served in the U.S. Army from 1953 to 1956. He has retired to St. Ignace, Mich.



Jersey Shoreline Yields Treasure



Nelson Jecas displays the winged mermaid he found recently while dragging a New Jersey beach at low tide. The former SIU member, who graduated from the Andrew Furuseth Training School in Brooklyn, N.Y. in 1960, figures the artifact to be about 100 years old, probably from the bow of an old wooden sailing ship. "It was quite pitted, but cleaned up well," noted Jecas, who now owns his own watch- and clock-repair business, but whose spare time is devoted to hunting for treasures of the sea.

Family Sailing Tradition Continues



Following the graduation of Frank Cottogin III (left) from the trainee program at the Lundeberg School in Piney Point, Md., his mother, Shirley Cottogin, now has two ships to meet. Her husband, Frank Cottogin (right), has been sailing with the SIU since 1962. The two Seafarers got together at Frank III's graduation from trainee class 540. Frank III is now aboard his first ship, the *Liberty Sea*, and plans to upgrade as soon as he is eligible. Frank Sr. is sailing as a bosun on the *Overseas Marilyn*.

LOG-A-RHYTHM

Ode to the Shining Star

by John Baker

*One last time, she takes us north,
Rolling softly back and forth.
Lulling gently from side to side,
As she makes her last voyage, upon the tide.*

*She's taken men of many, far and astray,
She's broken their hearts, then sailed away.
But she's been faithful to us all, never untrue,
She's given us life . . . me and you.*

*Her body is now weak, it's tired and pained,
Her skin shows her age, all scarred and stained.
She's bled for us all, gave us her best,
But she's going home now . . . home to rest.*

*You've shown us your might, in storms you were strong,
But it's time now old girl, you've been here too long.
We are grateful for what you gave, and with these
words we tell,
Goodbye forever old girl, so long . . . farewell.*

(John Baker sails as an OMU, most recently aboard the *Shining Star*.)

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.

APPAREL & ACCESSORIES

- ACME BOOT CO.**
Western-style boots: Acme, Dan Post, Dingo brands
Steelworkers
- DECKERS CORP.**
Sandals: Deckers, Sensi and Teva brands
Machinists
- F.L. THORPE & CO.**
"Original Black Hills Gold Jewelry"
Steelworkers
- HOWE K. SOPES CO.**
Athletic apparel (chiefly baseball and softball uniforms, satin and wool jackets). Label: Howe Athletic Apparel
Electronic Workers

BUILDING MATERIALS & TOOLS

- ACE DRILL CORP.**
Wire, jobber & letter drills, routers and steel bars
Auto Workers
- BROWN & SHARPE MFG. CO.**
Measuring, cutting and machine tools and pumps
Machinists
- LOUISIANA-PACIFIC CORP.**
Brand name wood products: L-P Wol-

These boycotts are officially sanctioned by the AFL-CIO



manized, Cedartone, Waterwood, Fiberpine, Oro-Bond, Redex, Sidex, Ketchikan, Pabco, Xonolite
Carpenters and Woodworkers (IAM)

ROME CABLE CORP.
Cables used in construction and mining
Machinists

SOUTHWIRE CO.
Commercial and industrial wire and cable; Do-It-Yourself brand homewire
Electrical Workers

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight
Machinists

BRIDGESTONE/FIRESTONE, INC.
Tires. Brands include: Bridgestone, Firestone, Dayton, Triumph, Road King, Roadhandler
Steelworkers

GO-MART GAS
Gasoline sold at Go-Mart convenience stores and truck stops
Oil, Chemical & Atomic Workers

KAWASAKI ROLLING STOCK, U.S.A.
Railroad cars
Transport Workers

MICHELIN
Michelin brand tires
Steelworkers

Final Departures

DEEP SEA

BERNARD A. BAA



Pensioner Bernard A. Baa, 72, passed away March 4. Brother Baa joined the Seafarers in 1942 in the port of New York. The

New York native was a member of the steward department, last sailing as a chief cook. He began receiving his pension in January 1986.

NORRIS A. BARTLETT



Pensioner Norris A. Bartlett, 77, died February 24. Born in Washington, D.C., he began his career with the SIU in

1942 in the port of Baltimore. His first vessel was the *Cape Henlopen*. Brother Bartlett sailed in the engine department and upgraded at the Lundeberg School in Piney Point, Md. He last sailed as a chief electrician aboard the *Delta Sud*. Brother Bartlett was a U.S. Coast Guard veteran. He retired in January 1976.

JOHN F. CASTRONOVER



Pensioner John F. Castronover, 76, passed away March 17. A native of New York, he began sailing with the Seafarers in

1951 from the port of Tampa, Fla. The steward department member upgraded at the Lundeberg School and last sailed as a chief cook. He began receiving his pension in August 1976.

JOHN B. DELERY



Pensioner John B. Delery, 74, passed away February 4. Brother Delery attended the Andrew Furuseth

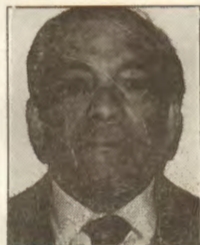
Training School in 1959 and joined the Seafarers in the port of New

York. The Louisiana native started out in the steward department and later transferred to the engine department. He served in the U.S. Army from 1942 to 1946. Brother Delery resided in Alabama and started receiving his pension in August 1983.

GROVER F. COBBLER

Pensioner Grover F. Cobbler, 72, died March 11. He started his career with the SIU in 1943 in the port of Norfolk, Va. A native of North Carolina, he last sailed in the deck department as a bosun. Brother Cobbler retired in November 1982.

TEODORO M. DIANGSON



Pensioner Teodoro M. Diangson, 84, died February 12. Born in the Philippine Islands, he began sailing with the SIU in 1947 from

the port of New York. Brother Diangson sailed in the steward department and was active in union organizing drives and beefs. A World War II veteran, he served in the U.S. Navy from 1940 to 1945. Brother Diangson lived in New York and retired in October 1976.

WILLIAM L. EHRET

Pensioner William L. Ehret, 73, passed away February 13. A native of Washington state, he started his career with the Seafarers in 1967 in the port of San Francisco. Starting out in the steward department, Brother Ehret later transferred to the engine department and upgraded to QMED at the Lundeberg School. From 1952 to 1956, he served in the U.S. Navy. Brother Ehret began receiving his pension in April 1994.

MICHAEL T. GISON



Pensioner Michael T. Gison, 80, passed away February 25. As one of the charter members of the Seafarers, Brother Gison

joined the union in 1939 in the port of Boston. He last sailed in March 1969 as a bosun in the deck department aboard the *SS Mohawk*. Residing in his native state of Massachusetts, Brother Gison began receiving his pension in July 1969.

ISAAC P. HANCOCK



Pensioner Isaac P. Hancock, 68, died February 12. Brother Hancock began his career with the SIU in 1948 in the port of New

York. The North Carolina native sailed as a member of the deck department. Brother Hancock retired to North Carolina in June 1982.

ERVIN HOWARD

Pensioner Ervin Howard, 85, passed away March 4. Born in Louisiana, he joined the Marine Cooks and Stewards (MC&S) in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Howard started receiving his pension in May 1976.

MICHAEL F. HURLEY



Michael F. Hurley, 48, passed away February 15. A native of Connecticut, he began sailing with the SIU in 1974 from the port

of Tampa, Fla. Brother Hurley worked in the engine department but later transferred to the deck department. He upgraded at the Lundeberg School. From 1965 to 1969, he served in the U.S. Navy.

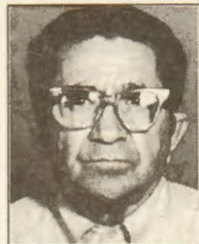
PHILIP J. JOHNSON

Philip J. Johnson, 57, died March 24. Brother Johnson graduated from the Andrew Furuseth Training School in 1958 and joined the Seafarers in his home port of Mobile, Ala. Brother Johnson first sailed aboard the *Alcoa Pegasus* as a member of the steward department. He later transferred to the engine department and upgraded to QMED at the Lundeberg School. Brother Johnson last sailed aboard the *Seatrail Carolina*.

PATRICK A. JUPITER

Pensioner Patrick A. Jupiter, 96, passed away November 6, 1995. He joined the MC&S in 1939 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Guyana, Brother Jupiter lived in California where he retired in January 1971.

LAUREL R. KELLY



Pensioner Laurel R. Kelly, 90, passed away February 10. Born in California, he joined the MC&S before that union

merged with the SIU's AGLIWD. Brother Kelly began receiving his pension in February 1971.

RALPH O. KING



Pensioner Ralph O. King, 74, died February 16. He began sailing with the Seafarers in 1943 from the port of Tampa, Fla.

The Florida native last sailed in the deck department as a bosun. Brother King retired to his native state in August 1987.

MELVIN C. KLEIBER



Melvin C. Kleiber, 72, passed away March 9. A native of New York, he joined the SIU in 1943 in the port of Baltimore.

Residing in Oregon, Brother Kleiber retired from his seafaring career in June 1987.

FREDERICK KOPF



Pensioner Frederick Kopf, 81, died January 7. A native of Massachusetts, he began sailing with the Seafarers in

1947 from the port of Boston. Brother Kopf last sailed as a chief cook. A veteran of World War II, he served in the U.S. Army from 1938 to 1945. Brother Kopf began receiving his pension in November 1974.

FRED B. KRITZLER

Pensioner Fred B. Kritzler, 73, died April 9. Brother Kritzler started his career with the Seafarers in 1955 in the port of Savannah, Ga., sailing in the deck department. From 1940 to 1941, he served in the U.S. Army. Brother Kritzler began receiving his pension in September 1972.

JOVO P. KULJACA

Pensioner Jovo P. Kuljaca, 85, passed away November 16, 1995. Brother Kuljaca joined the MC&S in 1954 in the port of New York, before that union merged with the SIU's AGLIWD. He last sailed as a chief cook. Born in Yugoslavia, Brother Kuljaca lived in California where he retired in February 1977.

JOSEPH KUMOR

Pensioner Joseph Kumor, 70, passed away February 7. Born in Pennsylvania, he began sailing with the SIU in 1945 from the port of New York. Brother Kumor sailed as a member of the steward department. From 1951 to 1953, he served in the U.S. Army. Brother Kumor retired to Pennsylvania in November 1985.

JAMES E. LANKFORD



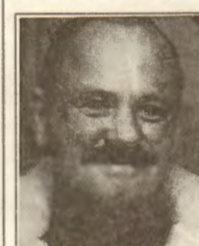
Pensioner James E. Lankford, 77, died January 24. Born in Alabama, he started his career with the SIU in 1970 in the

port of Jacksonville, Fla. Brother Lankford sailed as a member of the steward department. From 1946 to 1947, he served in the U.S. Army. Brother Lankford started receiving his pension in September 1984.

RICHARD KEE LOO

Pensioner Richard Kee Loo, 88, died December 20, 1995. He joined the MC&S, before that union merged with the SIU's AGLIWD. Born in China, Brother Loo retired to California in July 1969.

HENRY P. LOPEZ



Pensioner Henry P. Lopez, 68, passed away February 13. Brother Lopez joined the Seafarers in 1945 in the port of

Philadelphia. The Texas native sailed in both the deck and steward departments and was active in union organizing drives and beefs. Brother Lopez participated in an educational conference at the Lundeberg School in 1970 and retired in June 1987.

CLARENCE R. LOWMAN



Pensioner Clarence R. Lowman, 68, passed away February 3. A native of Virginia, he started his career with the Seafarers

in 1967 in the port of New York. A member of the engine department, he upgraded his skills at the Lundeberg School. From 1944 to 1950, he served in the U.S. Navy. Brother Lowman began receiving his pension in May 1984.

ARCHIE LYKIARDOPOL



Pensioner Archie Lykiardopol, 93, died January 21. He started his SIU career in 1951 in the port of Norfolk, Va.

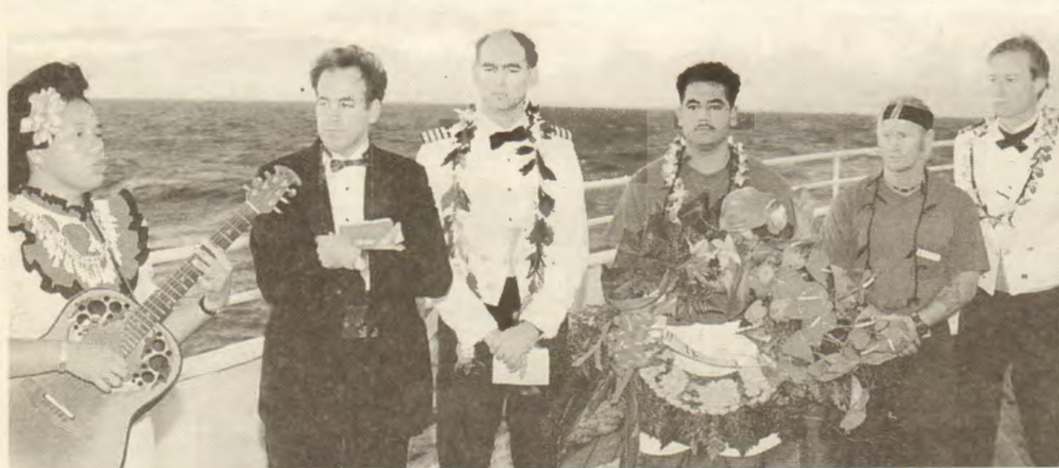
Brother Lykiardopol sailed as a member of the steward department. Born in Greece, he became a U.S. citizen and began receiving his pension in January 1967.

GERALD McEWEN



Gerald McEwen, 59, passed away March 8. Born in the Virgin Islands, he began sailing with the Seafarers in

Memorial Service for Talalotu Held Aboard Independence



A memorial service for Bosun Mel Talalotu was held March 4 aboard the *SS Independence* as the ship sailed from Kauai to Maui. Talalotu had worked as a bosun on both the *SS Constitution* and the *SS Independence*, as well as aboard Sea-Land vessels transiting the Hawaiian islands. Attending the shipboard service are (from left) the Kumu (Hawaiian teacher) Emily Haunani Kauai, Cruise Director Keith Clark, Captain Mark Zarynoff, AB LBJ Tanoa (Mel's nephew), Bosun Whitey Tankersley and Chief Officer Kurt Kleinschmidt.

Final Departures

Continued from page 19

1974 from the port of New York. The steward department member upgraded frequently at the Lundeberg School and completed the steward recertification course there in 1987.

RAYMOND McNEELEY

Pensioner Raymond McNealey, 94, died January 29. Brother McNealey joined the SIU in 1941 in the port of New Orleans. The Mississippi native sailed as a member of the steward department. His first vessel was the *Beauregard* in 1941 and his last ship was the *Orion Planet* in October 1962. Brother McNealey retired in April 1963.

DOUGLAS W. MILLER

Pensioner Douglas W. Miller, 75, died October 8, 1995. Brother Miller started his career with the MC&S in 1946, before that union merged with the SIU's AGLIWD. He last sailed as a chief cook. A native of Maine, Brother Miller retired to his home state in August 1969.

JOSE W. NEGRON



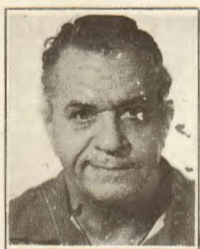
Jose W. Negron, 34, passed away November 9, 1995. Born in Puerto Rico, he graduated from the Lundeberg School's

entry level program for seamen in 1980 and began his career with the Seafarers from the port of Piney Point, Md. Brother Negron sailed in the deck department and upgraded at the Lundeberg School.

GAYNOR OUTLEY

Pensioner Gaynor Outley, 80, died March 17. Brother Outley started his career with the MC&S in 1946 in the port of New York, before that union merged with the SIU's AGLIWD. Born in Georgia, he began receiving his pension in June 1975.

DONALD W. PACCIO



Pensioner Donald W. Paccio, 67, passed away February 9. A native of New York, he graduated from the Andrew

Furuseth Training School in 1963 and joined the Seafarers in the port of New York. Brother Paccio sailed in the deck department and upgraded at the Lundeberg School. During his career, he was active in union organizing drives and beefs. From 1943 to 1956, he served in the U.S. Army. Brother Paccio started receiving his pension in January 1994.

MARION N. "BILLY" PARKER



Pensioner Marion N. "Billy" Parker, 68, passed away February 13. A native of North Carolina, he started his

career with the SIU in 1945 in the port of Norfolk, Va. Brother Parker sailed in the deck department and upgraded his skills at the Lundeberg School. A resident of Vir-

ginia, he began receiving his pension in May 1976.

ANGEL L. PAGAN

Pensioner Angel L. Pagan, 78, died January 1. He began sailing with the MC&S from the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of Puerto Rico, Brother Pagan retired in May 1979.

JOSEPH PRINDEZIS



Pensioner Joseph Prindezis, 73, died recently. Born in Greece, he began sailing with the Seafarers in 1950 from the

port of Galveston, Texas. Brother Prindezis shipped as a member of the deck department and retired in December 1969.

CECIL H. SAPP



Pensioner Cecil H. Sapp, 72, passed away March 3. A native of Georgia, he joined the SIU in 1971 in the port of

Jacksonville, Fla. Brother Sapp sailed in the engine department and upgraded to QMED at the Lundeberg School. From 1942 to 1945, he served in the U.S. Navy. Brother Sapp started receiving his pension in October 1991.

ALEXANDER SMART



Pensioner Alexander Smart, 78, died December 15, 1995. He started his career with the SIU in 1949 in the port of Baltimore. The South Carolina native last sailed as a chief cook. Brother Smart retired in September 1981.

CLYDE J. SMITH JR.



Pensioner Clyde J. Smith Jr., 65, passed away January 15. Brother Smith joined the Seafarers in 1946 in the port of

Mobile, Ala. A member of the deck department, the Alabama native upgraded at the Lundeberg School and completed the bosun recertification course there in 1980. Brother Smith lived in Alabama and began receiving his pension in May 1994.

EUGENIO SMITH



Pensioner Eugenio Smith, 72, died February 23. A native of Chile, he became a U.S. citizen and began sailing with

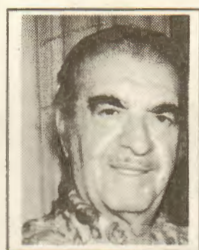
the SIU in 1955 from the port of New York. The engine department member upgraded at the Lundeberg School. A resident of New Jersey, he retired in November 1986.

CARLOS TORRES



Pensioner Carlos Torres, 82, passed away January 18. As a charter member of the SIU, Brother Torres joined the union in 1938 in the port of New York. He sailed as a member of the engine department. Born in Puerto Rico, Brother Torres resided in New Jersey and started receiving his pension in April 1978.

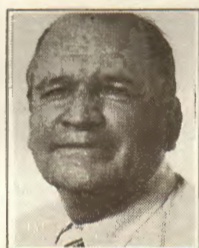
JOSE A. VIGO



Pensioner Jose A. Vigo, 81, died December 21, 1995. Born in Florida, he started his career with the SIU in 1954 in the

port of New York. Brother Vigo sailed in both the steward and deck departments. He made his home in Virginia and retired in August 1979.

CHARLES A. WELCH



Pensioner Charles A. Welch, 75, passed away January 3. He joined the Seafarers in 1943 in his native New

York. Sailing in the engine department, he upgraded at the Lundeberg School. Brother Welch lived in Pennsylvania and began receiving his pension in September 1985.

WALTER C. ZAJANC



Pensioner Walter C. Zajanc, 76, passed away December 29, 1995. A native of New York, he began his career with

the SIU in 1949 in the port of New York. Brother Zajanc sailed in

both the deck and engine departments. During World War II, he served in the U.S. Army from 1942 to 1945. Brother Zajanc made his home in New York and started receiving his pension in August 1985.

JOHNNIE L. WILLIAMS

Pensioner Johnnie L. Williams, 61, died October 6, 1995. A native of Texas, Brother Williams joined the MC&S in 1969 following his graduation from the MC&S Training School in Santa Rosa, Calif., before that union merged with the SIU's AGLIWD. Brother Williams retired in December 1994.

SOLLIE ZUKERMAN



Pensioner Sollie Zukerman, 72, died January 12. Born in California, he joined the MC&S in 1953 in the port of San

Francisco, before that union merged with the SIU's AGLIWD. Brother Zukerman lived in California and retired in August 1969.

INLAND

RODNEY BENNETT

Rodney Bennett, 30, passed away February 6. A native of Pennsylvania, he started his career with the Seafarers in 1990. Boatman Bennett sailed in the deck department and upgraded at the Lundeberg School. A resident of Pennsylvania, he last worked in 1993 aboard vessels operated by Maritrans.

BILLY E. COLLINS

Billy E. Collins, 52, died March 13. He began his career with the SIU in 1969 in the port of Port Arthur, Texas. The North Carolina native sailed as a member of the deck department.

SAMMY C. CREEF

Pensioner Sammy C. Creef, 85, passed away February 26. Born in North Carolina, he joined the Seafarers in 1961 in the port of Norfolk, Va. Boatman Creef sailed in the engine department, last sailing as a tugboat engineer. A resi-

dent of Alabama, he retired in January 1976.

ATLANTIC FISHERMEN

PETER FAVAZZA

Pensioner Peter Favazza, 75, died November 22, 1995. Born in Massachusetts, he started his career with the Atlantic Fishermen's Union in the port of Gloucester, Mass. Brother Favazza shipped for 25 years as a member of the deck department. During World War II, he served in the U.S. Army from 1942 to 1945. Brother Favazza started receiving his pension in October 1982.

JOSEPH LOIACANO

Pensioner Joseph Loiacano, 82, passed away December 7, 1995. Brother Loiacano joined the Atlantic Fishermen's Union in the port of Gloucester, Mass. Born in Michigan, he retired to Massachusetts in October 1978.

ANTHONY TAMARINDO

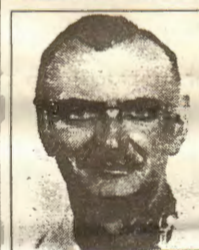


Pensioner Anthony Tamarindo, 89, died December 31, 1995. He joined the Atlantic Fishermen's Union in

1939 in the port of Gloucester, Mass. Born in Italy, he resided in Massachusetts and began receiving his pension in August 1972.

RAILROAD MARINE

KARL REINERSTEN



Pensioner Karl Reinersten, 93, passed away November 26, 1995. Brother Reinersten joined the Seafarers in

the port of New York. He last sailed as a mate aboard railway marine tugs. Born in Norway, he became a U.S. citizen. Brother Reinersten made his home in New York and retired in June 1967.

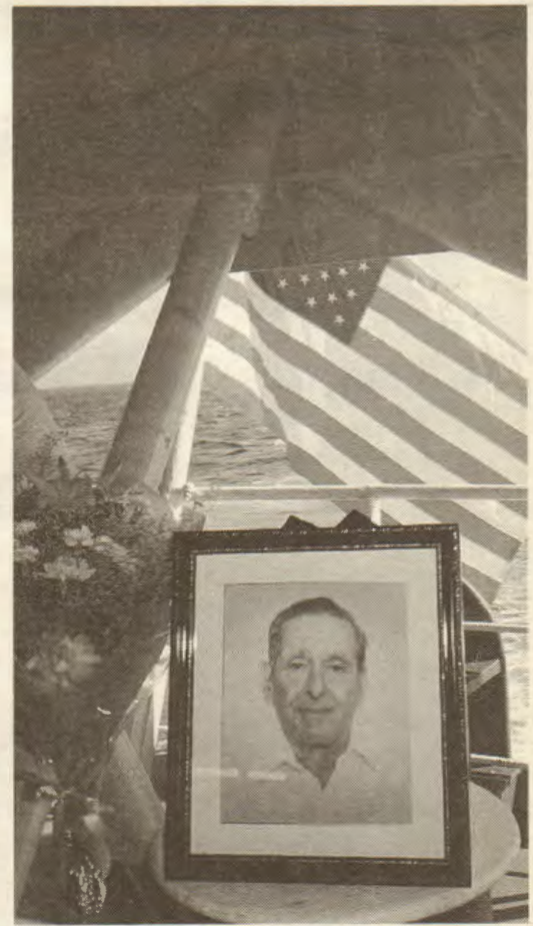
Burial at Sea for Brother Pierce

The remains of Brother Ernest Winfield Pierce were scattered at sea from the deck of the *Sea-Land Liberator* last November, one day after leaving the port of Okinawa, Japan.

Pensioner Pierce was 77 when he died October 23, 1995. He was born in Massachusetts and began sailing as an AB and dayman with the Seafarers in 1959 from the port of New York.

Brother Pierce retired from the union in April 1985 and made his home in Okinawa.

Below and right, crewmembers aboard the *Sea-Land Service* vessel participate in a burial service for their fellow SIU member.



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.

CHARLES L. BROWN (Transoceanic Cable), February 28—Chairman **Roger J. Reinke**, Secretary **Antoinette M. Spangler**, Educational Director **Joseph W. Stores**, Deck Delegate **John Cedeno**, Engine Delegate **Craig Knorr**, Steward Delegate **Alan Sim**. Chairman announced payoff upon arrival in next port. Educational director urged crewmembers to upgrade at Paul Hall Center. Treasurer reported \$705 in ship's fund. No beefs or disputed OT reported. Bosun noted dryer in crew laundry to be repaired. He informed crew that the video library was moved to cabinet on boat deck. Crew stated shower heads clogged. Crew thanked galley gang for job well done. Next port: St. Thomas, U.S.V.I.

OVERSEAS ARCTIC (Maritime Overseas), February 11—Chairman **Ervin Bronstein**, Secretary **Herbert M. Davis**, Educational Director **Floyd Acord**, Deck Delegate **Ralph Broadway**, Engine Delegate **Al Calimer**, Steward Delegate **Santiago Martinez**. Chairman reported new VCR and dryer both received and captain looking into ordering new furniture for crew lounge. Bosun announced payoff upon arrival in Freeport, Texas. Steward department gave vote of thanks to Bosun Bronstein and deck gang for job well done keeping inside and outside of vessel in top form. Educational director advised crewmembers to take tanker operation/safety course at Piney Point as soon as possible. Disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Chairman read letter received from SIU headquarters. Crew thanked galley gang for superior presentation of all meals.

ITB GROTON (Sheridan Transportation), March 31—Chairman **Michael Moore**, Secretary **Kenneth Lone**, Deck Delegate **Brian Fountain**, Engine Delegate **T. Hyatt**, Steward Delegate

Mohamed Hussein. Chairman reminded crew to read President Michael Sacco's report in *Seafarers LOG*. Secretary noted crewmembers need new bike for transportation to phone when vessel is in port. Educational director encouraged crewmembers to continue upgrading at Lundeberg School. He reminded crew of importance of tanker operation/safety course being offered at Paul Hall Center. No beefs or disputed OT reported. Bosun announced patrolman to visit vessel April 1. Crew requested new VCR. Next port: St. Croix, U.S.V.I.

OOCL INNOVATION (Sea-Land Service), March 24—Chairman **Alan Rogers**, Secretary **Robert Seim**, Educational Director **Randy Tannis**. New dryer for crew laundry requested. Bosun announced payoff in port of Elizabeth, N.J. Educational director stressed importance of contributing to SPAD and upgrading skills at Piney Point. No beefs or disputed OT reported. Galley gang thanked deck and engine departments for speedy repairs. Crew thanked steward department for excellent meals and being a good feeder. Next port: Boston.

OVERSEAS PHILADELPHIA (Maritime Overseas), March 10—Chairman **Tim Olivany**, Secretary **Mark Flores**, Educational Director **Pat Coppola**, Steward Delegate **H. Batiz**. Chairman reminded crewmembers to make sure all documents are up-to-date. He and educational director advised crew to write members of Congress to urge them to help pass maritime revitalization legislation. Bosun noted importance of attending tanker operation/safety course at Lundeberg School. Secretary discussed need for staying informed through *Seafarers LOG*. Treasurer announced \$360 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for update on contract negotiations. Chairman reminded crew to keep noise down in the house for those

who are sleeping. Steward delegate reminded crewmembers to keep dishes and silverware in galley. Crew thanked steward department for job well done.

OVERSEAS PHILADELPHIA (Maritime Overseas), March 29—Chairman **Jerry Borucki**, Secretary **Mark Flores**, Educational Director **Pat Coppola**, Deck Delegate **Robert Pachelo**, Engine Delegate **Spencer Smith**, Steward Delegate **H. Batiz**. Secretary encouraged crewmembers to read *Seafarers LOG* and upgrade at Paul Hall Center. He noted Piney Point offers classes year-round and serves as an excellent vacation spot for Seafarers and their families. Educational director reminded crew to write members of Congress to urge them to pass maritime revitalization legislation. No beefs or disputed OT reported. Crew asked for update on 1996 contract negotiations. A vote of thanks was extended to galley gang for job well done. Steward department thanked crewmembers for keeping crew lounge and mess area clean. Bosun reminded crew to observe no smoking areas aboard ship. Crew discussed importance of attending special Lundeberg School courses such as tanker operation/safety class. Next port: Houston.

SAM HOUSTON (Waterman Steamship), March 31—Chairman **Bobby Riddick**, Secretary **Alonso Belcher**, Educational Director **E.E. Neathery**, Deck Delegate **C. Merida**, Engine Delegate **Stanley Sporna**, Steward Delegate **Roderick Bright**. Crew reported recent edition of *Seafarers LOGs* received. Chairman announced payoff on arrival in next port. Educational director reminded crew of upgrading opportunities at Piney Point. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Chairman asked crewmembers to refrain from putting dirty tennis shoes in new washer and dryer. Crew thanked galley gang for job well done. Bosun reminded crewmembers to work together at all times.

SEA-LAND ATLANTIC (Sea-Land Service), March 24—Chairman **William Stoltz**, Secretary **William Robles**, Educational Director **Charles Welsh**, Deck Delegate **Harry Champagne**, Engine Delegate **Carlos Bonfont**, Steward Delegate **Donald Huffman**. Chairman commended crew on good ship—with good union brothers and sisters. Educational director urged members to take advantage of classes offered at Paul Hall Center. He reminded crew they need STCW identification by October 1, 1996 and to check with U.S. Coast Guard regional exam center nearest their home port. No beefs or disputed OT reported. Chairman stressed importance of SPAD donations. Crew noted problem with in-house ventilation switch. Crew thanked galley gang for job well done.

SEA-LAND EXPEDITION (Sea-Land Service), March 24—Chairman **Paulino Flores**, Secretary **E. Vazquez**, Educational Director **Tony Negron**. Chairman reported payoff on arrival in Elizabeth, N.J. Secretary noted everything running smoothly. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Bosun advised crew that effective October 1, 1996, crewmembers will be required to have STCW identification certificate issued by U.S. Coast Guard.

LIBERTY SUN (Liberty Maritime), March 7—Chairman **Joseph Moore**, Secretary **Blair Humes**, Educational Director

Roger Bankston, Deck Delegate **Charles McPherson**. Chairman noted repair list still being worked on. He added that captain complimented crew on superb abilities. Secretary updated crew on provisions for voyage. No beefs or disputed OT reported. Crew asked contracts department to consider improved dental plan in next contract.

LIBERTY WAVE (Liberty Maritime), March 7—Chairman **Neil Matthey**, Secretary **Vincent Sanchez**, Educational Director **C.J. Kirksey**, Engine Delegate **Campbell Guadalupe**, Steward Delegate **Ricky Addison**. Chairman reported ship scheduled to sail for Israel after loading in New Orleans. He added payoff will take place in New Orleans and thanked crew for cooperation during recent trip. No beefs or disputed OT

reported. Crew requested new washing machine for laundry room.

SEA-LAND ENTERPRISE (Sea-Land Service), April 3—Chairman **Elex Cary Jr.**, Secretary **Julio Roman Jr.**, Educational Director **Richard Risbeck**. Chairman discussed importance of SPAD donations. Educational director reminded crew to attend tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

SEA-LAND VOYAGER (Sea-Land Service), April 2—Chairman **Stanley Gurney**, Secretary **Hans Schmuck**, Educational Director **William Hatchel**, Deck Delegate **Greg Agren**, Steward Delegate

Making the First Slice



SA Cynthia Williams carves the first slice of roasted pig for other members of the 1st Lt. Jack Lummus during a barbecue in Guam. With her, from left, are Pumpman James Lloyd, AB Jon Williams and AB Rich Hilbert. Anthony Ferrara, the chief steward aboard the American Overseas Co. vessel, was instrumental in putting the feast together.

reported. Crew thanked steward department for job well done. Next port: New Orleans.

OVERSEAS ALASKA (Maritime Overseas), April 7—Chairman **Tim Koebel**, Secretary **Lincoln Pinn**, Educational Director **Cary Pratts**, Deck Delegate **Ahmed Almufihi**, Steward Delegate **Frank Martin**. Chairman noted 1993 contract due to expire on June 15. He announced U.S. ship bill H.R. 1350 passed by House of Representatives and awaiting vote in Senate. Bosun urged all crewmembers to vote in 1996 U.S. presidential election. Educational director reminded crew of importance of tanker operation/safety course at Lundeberg School and of donations to SPAD. No beefs or disputed OT reported. Crew asked contracts department to look into improving dental benefits in next contract. Chairman noted he discussed purchase of back-support braces for crewmembers with captain. He added captain has approved purchase of refrigerators for crewmembers' quarters. Crew thanked Captain O'Brien for efforts to improve shipboard conditions. Next port: Tacoma, Wash.

OVERSEAS MARILYN (Maritime Overseas), April 3—Chairman **Frank Cottogin**, Secretary **Jose Rivera**, Deck Delegate **James Brinks**, Engine Delegate **Ursel Barber**, Steward Delegate **Samuel Concepcion**. Chairman noted doors and passageways have been painted. Secretary encouraged crewmembers to take advantage of opportunity to learn at Paul Hall Center. He thanked deck department for job well done in keeping ship in order. No beefs or disputed OT

John Huyett. Educational director advised crew to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Next port: Tacoma, Wash.

WILLAMETTE (Kirby Tankships), April 2—Chairman **Thomas Mylan**, Secretary **Russ Lee**, Educational Director **Tracy Hill**, Steward Delegate **Karen Denney**. Chairman noted payoff in port of Portland, Ore. No beefs or disputed OT reported. Bosun added letter from Vice President Contracts Augie Tellez received concerning Kirby payoff procedures and posted in crew mess area. Second pumpman reported ship's hot water system outdated. Chairman reported VCR broken and requested it be replaced. Crew thanked galley gang for job well done.

SEA-LAND CRUSADER (Sea-Land Service), April 5—Chairman **Carlton Hall**, Secretary **Nelson Morales**, Educational Director **Oswald Bermeo**, Deck Delegate **Robert Grubbs**, Engine Delegate **Gary Mitchell**, Steward Delegate **Jose Delossantos**. Chairman advised crew of payoff in Elizabeth, N.J. on Saturday, April 6. Secretary noted 28-day supply of stores received. Educational director urged members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested new chairs for crew lounge and new washing machine for laundry.

SEA-LAND PRODUCER (Sea-Land Service), April 7—Chairman **Charles Parman**, Secretary **Hansan Rahman**. Crew extended special vote of thanks to galley gang for very nice barbecue. No beefs or disputed OT reported. Next port: San Juan, P.R.

Keeping the Ship in Shape



Bosun James L. Carter (left) and AB Domingo Leon know exactly where all their tools are in the workroom aboard the Sea-Land Hawaii as they perform some routine repairs. The Sea-Land Service vessel recently pulled into the San Juan, P.R. docks where it was met by a representative from the local SIU hall.

Lundeberg School Graduating Classes



SEAFARERS
HARRY LUNDEBERG SCHOOL
LIFEBOAT CLASS
547

Trainee Lifeboat Class 547—Graduating from trainee lifeboat class 547 are (from left, kneeling) Derek Coriaty, LaRon James, Linn Bostick II, William Coston IV, (second row) Raymond McKnight Jr., Jason Garrison, Jonathan Driggers and Troy Gruber (instructor).



Upgrader Lifeboat—Two SIU members completed the upgrader lifeboat class on March 5. Ali Hussein Ali (left) and Raphael D'Ambrosio (center) pose for a photograph with their instructor, Jeff Swanson.



Penn Maritime Oil Spill Containment—SIU members employed by Penn Maritime who completed a special oil spill recovery and containment course on March 14 are (from left, kneeling) Earle Mullis, Wayne Wooten, (second row) Jason Coughlin, George Decker and Casey Taylor (instructor).



Bridge Management—Six Seafarers graduated from the bridge management class on March 8. They are (from left, first row) Timothy Johnston, David Morgan, Howard Hollon, (second row) Jim Brown (instructor), Robert Hamilton, David Malcolm and Jay Norman.



Celestial Navigation—Successfully completing the celestial navigation portion of the third mate class are (from left, first row) Jake Karaczynski (instructor), Jeffrey Sousa, Stephen Foster, Jeffrey Yegge, Steven Tepper, (second row) Thomas Culpepper, Jeffrey Englehart, Joseph Braun, Lambert Soniat, Donald Boatright and George Wilson.



QMED—Earning their QMED endorsements on March 29 are (from left, front row) Diana Sylvester, Peter Murtagh, Daniel Gibbons, Rick Dunston (second row) Andrew Van Bourg, Michael Gott, Robert Mulvaney and Joseph Grandinetti.



Power Plan Maintenance—Completing the power plant maintenance course on March 12 are (from left) Lonnie Carter, James Bates, Wayne Gonsalves, Miguel Rullan, Nathaniel Gaten and Jim Shaffer (instructor).



Tanker Operation/Safety—Seafarers completing the tanker operation/safety course on March 12 are (from left, kneeling) Juan Rochez, Jovencio Cabab Jr., Ray Ascano, Benjamin Sandoval, Bob Carle (instructor), Nathaniel Rivera, Augusto Rodil, Jorge Fernandez, Lucas Lauriano, (second row, kneeling) José Solis, Richard Volkart, Eusebio Figueroa, Bruce Mesger, Richard Worobey, Dominic Brunamonti, Pedro Lopez, (third row, standing) Silvio Lino, Flavio Suazo, John Arvanites, Isom Ingram,

Donald Williams, Wayne Casey, Wilbert Miles Jr., William Marshall, Barbara Stevenson, Allen Newgen, Lee Laurent, David Kinard, Ruben Casin Jr., Abdulla Mohsin, Stewart Dixon, (fourth row, standing) Vince Pingitore (instructor), Wilbur Ensminger, Walter Hansen, Chris Fairfax, Andrew Clausen, Kevin Samuels, David Coleman, Jerry VanEtten, Anthony Lieto, Woodrow Shelton, Kenneth Frederick, (last row) Gregory Johns, Pamela Monaco and Mark Lamar.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13
Bridge Management	August 19	August 30
Limited License	July 1	August 9
Radar	June 24 August 12	June 28 August 16
Third Mate	August 26	December 13
Celestial Navigation	September 30	November 8

Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	June 17	September 6
Fireman/Watertender & Oiler	October 14	December 13
Diesel Engine Technology	August 12	September 13
Hydraulics	November 11	November 29
Marine Electrical Maintenance I	July 15	August 23
Marine Electrical Maintenance II	August 26	October 4
Marine Electronics Technician I	June 3	July 12
Marine Electronics Technician II	July 15	August 23
Refrigerated Containers	June 10	July 5
Welding	July 15	August 9
Pumproom Maintenance	August 19	August 30
Power Plant Maintenance	November 4	December 13
Third Assistant Engineer	September 23	December 13

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	June 3 August 12	August 23 November 1

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	June 24 July 22 August 19 September 21 October 14 November 11	July 19 August 16 September 13 October 11 November 8 December 6
Tankerman Recertification	August 19 October 14 November 11	August 30 October 25 November 22
Advanced Firefighting	September 30	October 11

Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 5	September 6
Steward Recertification	July 1	August 2

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	July 22	October 12
Adult Basic Education (ABE)	August 5 October 14	September 13 November 22
English as a Second Language (ESL)	September 2	October 11
Lifeboat Preparation	August 26	September 6
Introduction to Computers	to be announced	
Developmental Math - 098	June 3 July 1	July 26 August 3
Developmental Math - 099	July 1	August 3

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)
 Address _____
(Street)

(City) (State) (Zip Code)
 Telephone _____ Date of Birth _____
(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: _____

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.

SEAFARERS LOG



SEAFARERS

Have you planned your summer vacation yet? The Paul Hall Center can provide you and your family with all the ingredients for an exciting holiday. For details, see page 14.

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May 1996

Lakes Sailing Season Is in Full Force



Prior to the start of the 1996 Great Lakes sailing season, OS Foad Saleh (left), OS Mohssan Masad (middle) and OS Darren Lahaie (left) inspect the mooring cable aboard the *American Republic*.

Winter is officially over. One way to tell is that SIU crewmembers are once again sailing on lakes Superior, Michigan, Huron, Erie and Ontario aboard cement ships, bulkers and self-unloaders.

Seafarers began preparing for the 1996 sailing season in early March when the first ships were crewed and prepared for fitout.

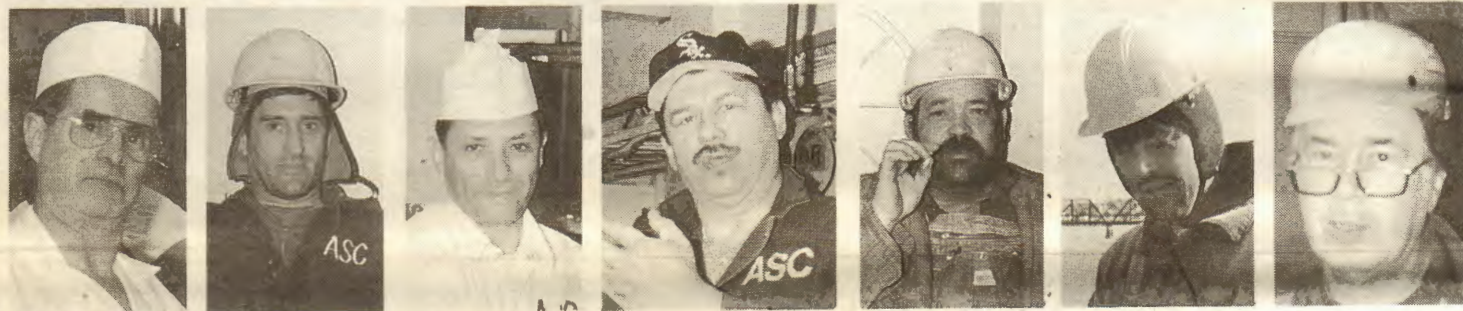
Ice that had formed in the shipping channels as well as around the ports and harbors was broken by U.S. Coast Guard ice cutters to make way for the lakers. By mid-April, almost every SIU-crewed vessel was sailing at full capacity.

The photos on this page were taken by Algonac, Mich. Port Agent Tim Kelley and Patrolman Ken Horner, who boarded vessels during fitout prior to the ships sailing from their respective winter ports.

"All the members were ready for another busy season," recalled Kelley. "We are all optimistic that this will be another good year," he added.

Last season was one of the best on record as most vessels ran from the spring fitout until late December when harsh winter weather reduced sailing time.

SIU-crewed ships generally carry iron ore, cement, stone, grain and gypsum to ports along the Great Lakes.



Reporting to their respective vessels for the 1996 sailing season are (from left), Porter Dick Slade, Watchman Larry Skowronek, Porter Yehia Kaid, QMED Dave Cameron, Wheelsman Tomi Chabot, Watchman Scott Gallagher and QMED Dan MacDonald.



Kneading dough for fresh pie crusts aboard the *American Republic* is Second Cook Harry Peterson.



QMED Karl Smith adjusts gauges in the engine room on the *American Republic*.



Second Cook Harold Pearson prepares steaks for dinner aboard the *Charles E. Wilson*.



Operating the *American Republic's* winches is Watchman Larry Smith.



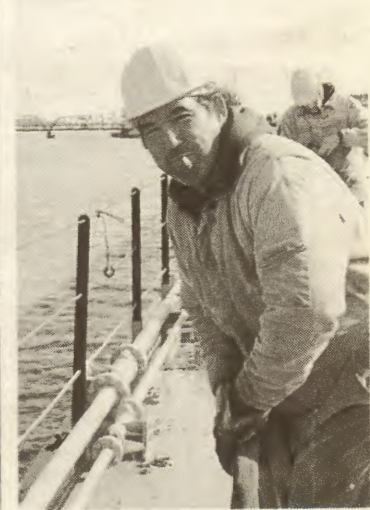
Before sailing from port, Watchman Jim Smith checks the deck lighting aboard the *American Republic*.



Wiper Mohsin Elmathil inspects a fire extinguisher aboard the *Charles E. Wilson*.



During fitout, Wheelsman Tom Chabot carries life rings to the fire station aboard the *Charles E. Wilson*.



Bosun Raul Barrera assembles fire hoses on the *Charles E. Wilson*.