

SEAFARERS LOG



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Five Tankers, Due in 1998, To Be Crewed By Seafarers



The SIU will gain more than 100 new jobs when construction on five double-hulled tankers is completed in 1998. These ships, the first new tankers to be built in a U.S. shipyard since the implementation of the Oil Pollution Act of 1990, will transport petroleum products along the Atlantic and Gulf coasts. Shown above is an artist's conception of one of the new tankers that will be operated by Interocean Ugland Management for Hvide-Van Ommeren. Page 3.

President's Report

New Tankers Show Value of U.S.-Flag Fleet

Last month, Transportation Secretary Federico Peña announced the Maritime Administration would provide loan guarantees to build five new double-hulled tankers which will begin sailing in 1998.



Michael Sacco

The ships will be owned by Hvide-Van Ommeren and managed by SIU-contracted Intercoastal Ugland Management. Hvide-Van Ommeren will have the tankers built in union-contracted Newport News Shipbuilding in Virginia.

What this means for union workers across America is jobs. Jobs on ships; jobs in the shipyard; jobs for suppliers.

For Seafarers, more than 100 new positions will be created on these vessels when they start sailing along the Atlantic and Gulf coasts in two years. In the shipyard, construction of the vessels will provide between 700 to 1,000 jobs.

As for the suppliers, the benefits provided by the new tankers will be enjoyed by Great Lakes Seafarers who carry taconite to mills where the ore will be made into steel. It will also provide benefits to union machinists, plumbers, pipefitters, iron workers and others who will make the engines, tubing, electronics, ovens and additional items needed on board the vessels.

These tankers will be the first new double-hulled vessels built in a domestic shipyard to meet the guidelines established by the Oil Pollution Act of 1990, better known as OPA '90. As Secretary Peña said in announcing the loan guarantees, the five ships will set the world standards for state-of-the-art, environmentally safe operations.

These ships will utilize the technology created to prevent another major oil spill like the Exxon Valdez in 1989. That accident led to the passage of OPA '90, and the many changes that have been witnessed by Seafarers since.

One of the most visible changes has been the new training courses required of U.S. merchant mariners. The union through the Paul Hall Center has led the way in providing oil spill prevention and cleanup classes for all SIU members even before the government required it. And beginning last year, the center has been offering the tanker safety/operations class for members who sail or plan to sail aboard tankers and tank vessels. As has been done in the past, the center will continue to enable Seafarers to acquire the latest technology to keep them the best trained and safest mariners in the world.

The building of these vessels shows that the Jones Act will continue to be an important law for the United States. The 1920 cabotage law states no cargo may be moved between two U.S. ports unless it is carried aboard U.S.-owned, U.S.-built and U.S.-crewed vessels.

The new tankers meet this requirement.

Finally, the approval of the loan guarantees and the work that has been done to make sure these ships will be built in the United States and will fly the U.S. flag shows confidence in the future of the U.S. merchant marine.

Seafarers — no matter if they sail on the ocean, the inland waterways or the Great Lakes — have demonstrated time and again through their skills, knowledge, ability and concern for safety and the environment why the government and the shipping industry should have full faith in them.

These five tankers will be the beginning of what we hope will be a rebirth of America's shipyards to build commercial vessels and of a new fleet of commercial vessels that Seafarers will crew into the next century.

Look to the Future

In discussing the tankers with some members recently, the subject of jobs and the future played an important role in our conversation. They noted a concern of many American workers is the increasing loss of jobs being experienced nationwide.

Daily we read about massive numbers of layoffs. The work world is changing as seen in headlines and news stories across the country. The companies involved profess they need to compete internationally.

Yet, we know what international competition means. With the few exceptions found in industrialized nations, foreign workers earn pennies a day, which places Americans at a disadvantage.

Every week, it seems that companies are consolidating their efforts to increase efficiency while lowering costs. While this has been going on, blue collar workers have seen their ranks decrease while management has not been hit in the same fashion. Now, the white collar employees are feeling the effects.

As this problem continues, many in the labor movement are attempting to meet this challenge by consolidating forces and ending duplicate efforts in order to strengthen the voices of their members at the bargaining table and to organize more workers.

Just last year, the International Ladies Garment Workers and the Amalgamated Clothing and Textile Workers unions came together to form the Union of Needletrades, Industrial and Textile Employees, which is known as UNITE.

Also combining forces are the United Steelworkers of America (which had brought the United Rubber Workers into its ranks), the United Auto Workers and the International Association of Machinists.

In both of these mergers, workers within the same types of industries are being brought under one roof to improve their working conditions and way of life.

Some of the Seafarers I met with asked if such an idea could be in the plans for maritime unions. It is true that the unions representing American merchant mariners stand together and fight together on many issues. However, each organization does have its own agenda and concerns.

Yet, maybe the idea of one union for America's seafaring men and women is something worth thinking about as the new century is about to start.

Fay Heads Up Seafarers' Section Of Int'l Transportation Federation

The SIU's secretary-treasurer, John Fay, will now head the body within the International Transport Workers Federation (ITF) responsible for overseeing that organization's activities on behalf of the world's mariners.

While continuing his duties as the union's secretary-treasurer, Fay will be in charge of the activities of the Seafarers' Section which is charged with coordinating the ITF's policy with regard to the world's mariners.

The ITF is a federation of more than 400 transport unions from around the world. The SIU is a member of the ITF.

Fay assumed the position following the December resignation of Anders Lindstrom, an officer in the Swedish Seafarers' Union.

Fay had been serving as the section's vice chairman since October 1992.

A major goal of the section is to improve the lives and working conditions of seafarers sailing aboard runaway-flag vessels. These are bottoms registered in nations that



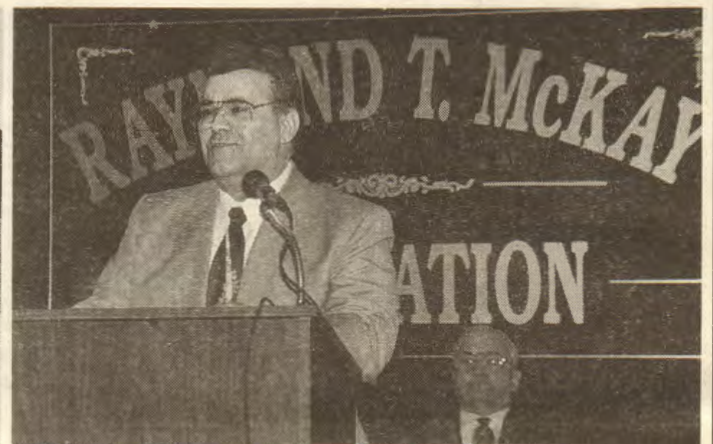
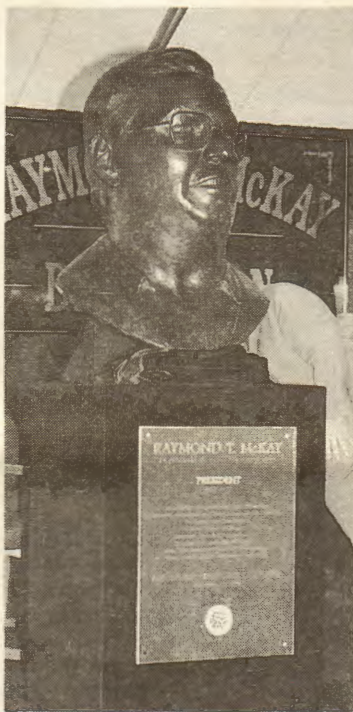
John Fay

operate open ship registries with lower safety and working standards than those of traditional maritime countries. These runaway registries give shipowners a method to escape tax payments and allow them to hire crews from anywhere around the world.

In his remarks to the AFL-CIO Maritime Trades Department executive board last month, ITF General Secretary David Cockcroft noted Fay would be the first American to hold the office. The head of the ITF said being chairman of the section "is not an easy job, and it is certainly not an honorary position." Cockcroft then thanked the SIU for allowing Fay to take over the post.

Fay joined the SIU in 1949 and sailed aboard deep sea vessels and inland tugboats. Prior to becoming the union's secretary-treasurer in 1990, Fay had served as patrolman, port agent, headquarters representative and vice president during a 33-year span. He has represented the SIU at international forums since 1978.

Remembering and Honoring a Friend



SIU President Michael Sacco (above) delivers remarks at a special ceremony last month honoring the late American Maritime Officers President Raymond T. McKay at the AMO training school in Dania, Fla. The facility was dedicated the Raymond T. McKay Center for Advanced Maritime Officers' Training. A bronze bust was unveiled (left) in memory of McKay, who passed away in 1993. McKay had a long, positive working relationship with the SIU. At the ceremony, Sacco described him as "someone who never ducked an issue and would never give quarter in his fight to protect the interests of the people he represented. Ray was the kind of person we don't forget."

J.P. Shuler, Former SIU Official, Dies at 86

Former SIU official J.P. "Jake" Shuler passed away January 31 in his hometown of Bristol, Fla. He was 86 years old.

A charter member of the Seafarers who joined in October 1938 in the port of Tampa, Fla., Shuler sailed in the steward department before serving as an assistant secretary-treasurer of the union's Atlantic and Gulf District immediately after World War II.

During 1947, he was appointed by the SIU executive board as acting secretary-treasurer of the Atlantic and Gulf District (at that time, the highest position in the union) after John "Whitey" Hawk was elected the secretary-treasurer of the Seafarers International Union of North America and moved to San



J.P. Shuler, seen in this 1940s-era photograph, was known for always having time for the members. The retired SIU official passed away on January 31.

Francisco to assume the position.

Shuler held the interim post until later in 1947 when Paul Hall was elected by the membership to the district's highest office. Shuler then worked in a variety of jobs with the SIU until his retirement in 1972.

"Shuler was a true-blue union man," recalled Herb Brand, a longtime associate of Hall and the former editor of the *Seafarers LOG*. "He was a very gentle and decent man with a broad, historical view of unionism."

Former shipmate George McCartney, who is the SIU Vice President West Coast, remembered Shuler as an older member "who took me under his wing. Whether I was sailing with him or seeing him in the hall, he always had time to talk with me or any other member."

"He was from the old school," added Angus "Red" Campbell, retired SIU vice president for contracts. "Jake was as good a union man as you'd find anywhere. He always stood up for the members."

Shuler is survived by his wife, Constance; three sons, James, Joseph (who sails with the SIU as a QMED) and David; two daughters, Deardra and Mary Ann; and four grandchildren. His remains were cremated at the Adams Funeral Home in Bristol.

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Seafarers to Crew 5 New Tankers

Vessels Will Ply Domestic Waters in 1998

More than 100 new jobs are on the horizon as Seafarers will crew five new double-hulled tankers ready for sailing in 1998 when construction is finished.

The project to build the tankers, the first to be constructed in an American shipyard since passage of the Oil Pollution Act of 1990 (OPA '90), was announced by Secretary of Transportation Federico Peña in Washington, D.C. on February

12. The union-contracted Newport News (Va.) Shipbuilding will construct all five tankers under the agreement.

The five tankers will be used to transport petroleum products along the Atlantic and Gulf coasts. The ships will be 620 feet long and 105 feet wide. They will have a speed of 16 knots.

The vessels will be owned by Hvide-Van Ommeren of Fort Lauderdale, Fla. Because of the

arrangements made to finance the construction of the vessels, Hvide-Van Ommeren signed a manning agreement with a union-contracted firm even before the tankers were built.

Hvide-Van Ommeren chose SIU-contracted Interocean Ugland Management to operate the ships.

Funding for the construction of the tankers will be underwritten by a \$215 million Title XI shipbuilding loan guarantee from the Department of Transportation's Maritime Administration (MarAd). Through the program, funds are secured in the private sector with repayment guaranteed by the U.S. government.

The purpose of the program, which was created within the Merchant Marine Act of 1936, is to promote the growth and modernization of the U.S. merchant marine and U.S. shipyards. The loan guarantees for the five vessels are for 25 years.

"This action by the Maritime Administration shows the government's commitment to the U.S.-flag maritime industry," SIU President Michael Sacco stated. "It will provide jobs for American mariners well into the next century and produce jobs for the workers at Newport News Shipbuilding."

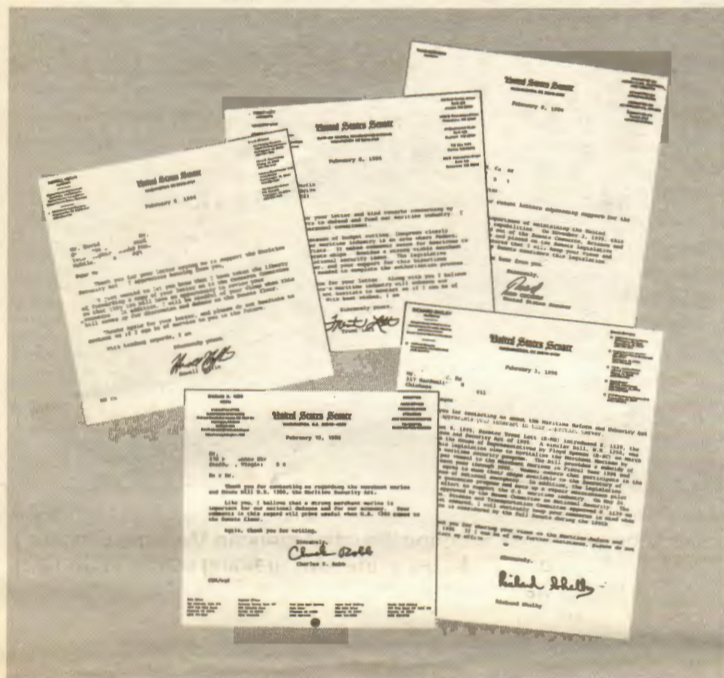
In outlining the loan guarantee, Secretary Peña noted, "Today's announcement reflects [President Clinton's] values in



Announcing construction of five double-hulled U.S.-flag tankers to be crewed by members of the Seafarers International Union are (from left) U.S. Maritime Administrator Albert Herberger, ships' owner Eric Hvide and U.S. Transportation Secretary Federico Peña.

Seafarers' Letter Drive Earns Quick Results

Key Senators Back Revitalization Bill



Shown here is a small sample of letters received by SIU members from U.S. senators in response to Seafarers' requests for the legislators to support the Maritime Security Act.

Responses from U.S. senators to letters written by Seafarers seeking support for the Maritime Security Act show bipartisan support for the legislation.

The measure, which is backed by the SIU, outlines a 10-year, \$1 billion maritime revitalization program. It would help fund approximately 50 U.S.-flag containerships. In return, the companies receiving the money would make the vessels available to the Defense Department in times of national emergencies or war.

The bill received strong bipartisan support in the House of Representatives when it passed in December 1995. Senate action on the measure could occur as soon as the first week of this month.

The Senate plans to consider the legislation passed by the House rather than take up its own version, which cleared the Senate Commerce, Science and Transportation Committee in August 1995.

The Maritime Security Act has the support of the administration as well. President Clinton has said he would sign the bill when it is passed by Congress.

Letters from both Republicans and Democrats have stated the elected officials believe that the maritime revitalization program is needed.

In a letter addressed to pensioner Isidore Dongen, Senator

Trent Lott (R-Miss.) reaffirmed his support for the legislation he is sponsoring in the Senate.

"Despite the season of budget cutting, Congress clearly recognized that our maritime industry is an area where federal funding is appropriate. It makes economic sense for Americans to build, own and operate ships," wrote Lott, who is chairman of the Senate Subcommittee on Surface Transportation and Merchant Marine.

"Along with you, I believe strengthening America's maritime industry will enhance our country," the senator concluded.

Senator Charles Robb (D-Va.) noted in his response to retiree Bill Dawson, "Like you, I believe that a strong merchant marine is important for our national defense and for our economy."

The Maritime Security Act is an outline of how the program will be enacted. Under the rules of Congress, a second bill is needed to provide the actual money for maritime revitalization.

Both the House and Senate approved funds for the program in a Commerce appropriations bill passed in December 1995, which was vetoed by the president for reasons other than the maritime provisions. Legislators are exploring other ways in which the program can be funded.

U.S. Shipping Proponents Vow to Protect Jones Act

MTD Board Renews Endorsement of Cabotage Law

Support for the U.S. freight cabotage law was reaffirmed by elected officials and the president of the AFL-CIO during the winter meeting of the AFL-CIO Maritime Trades Department (MTD) executive board last month.

This was only one of numerous issues discussed by the MTD board members during their annual meeting February 15 and 16. The board also addressed such concerns as passage by Congress of a U.S. ship bill, the need for a national dredging policy, the problem of substandard shipping in international trade and the future of the American labor movement.

The MTD is composed of 38 national and international unions as well as 28 port maritime councils representing more than 8 million workers.

MTD President Michael Sacco, who also serves as the head of the SIU, pointed out, "Many members of Congress in both parties recognize the Jones Act is as valid today as when it first went on the

books. They are joining with American mariners, shipyard workers and others to preserve this law."

The Jones Act is a 1920 law that requires any goods moved between two domestic ports be carried aboard U.S.-owned, U.S.-crewed and U.S.-flag vessels. The measure affects deep sea, inland, Great Lakes and harbor mariners.

Additional MTD Executive Board coverage may be found on pages 5 and 9.

Backs the Law

Members of Congress as well as the head of the AFL-CIO told MTD board members the Jones Act remains a strong and important aspect of America's economy.

Senate Minority Leader Tom Daschle (D-S.D.) said the Jones Act must be protected.

"Without the Jones Act, Democrats in Congress know that American shipping firms would be forced to compete against foreign companies that pay low wages — and no U.S. taxes at all — and are exempt from most, if not all, U.S. laws and regulations," the senator stated.

"We must preserve the Jones Act. And with your partnership, we are going to do just that in the 104th Congress," Daschle added.

Offers Commitment

Speaking for members from the other side of Capitol Hill, Representative Bob Clement (D-Tenn.) offered his support for the Jones Act.

"I pledge to you my personal commitment to work to see that the Jones Act is not overturned and that the American shipping industry is not handicapped by foreign interests," stated the ranking minority party member of the House Coast Guard and Maritime Transportation Subcommittee.

"The Jones Act provides jobs for Americans,



Sen. Tom Daschle (D-S.D.) tells the MTD board he will work in Congress to preserve the Jones Act.

Continued on page 5

TRANSCOM Head Urges Congress to Pass U.S. Ship Bill

General Says Legislation Needed to Ensure U.S. Crews for Sealift

The head of the U.S. military's logistics division called on Congress to pass the Maritime Security Act to ensure the availability of American merchant mariners in times of national emergencies or war.

U.S. Air Force General Robert Rutherford, who is in charge of the U.S. Transportation Command, stated the need for passage of the 10-year, \$1 billion maritime revitalization program during an address to the Washington, D.C. Propeller Club on February 8.

Speaking on Capitol Hill, the general told the audience the act has the support of the Transportation Command. "Without the Maritime Security Program, the Maritime Administration's ability to hire experienced merchant mariners to activate and operate our

RRF (Ready Reserve Force) ships during a contingency would be adversely impacted," he said.

(The Ready Reserve Force fleet is composed of 92 ships docked around the country and kept in various states of readiness which are maintained by the Maritime Administration to provide sealift support for military forces.)

Rutherford later added, "The commercial sector is absolutely essential to us in the defense transportation business if we're going to do what's required.

"We need reliable and available shipping. That is best found in the U.S.-fleet, manned by U.S. merchant mariners."

Like other components of the U.S. government, Rutherford stated the Transportation Command is undergoing changes that

will improve the command's effectiveness while lowering costs. However, he pointed out that the United States cannot lose sight of the fact that "this country must maintain the capability to quickly and effectively project military power anywhere in the world at any time."

He reminded the audience that within hours after the signing of the Bosnia peace agreement in Dayton, Ohio late last year, the Transportation Command was implementing plans to move troops and materiel to the former Yugoslavia to enforce the ceasefire.

Two SIU-crewed RRF vessels were deployed to transport American and European soldiers and arms to Bosnia. The *Cape Rise* and *Cape Race* were activated in early December and

returned to Norfolk, Va. in late January.

In a press conference after the speech, Rutherford called the job done by the Seafarers aboard the two vessels "absolutely superb!" He added he has received favorable comments about the mariners from the European commands who used the ships during their two-month deployment.

The general said the cooperation between the military and the shipping industry remains important because the command sees a shortage of vessels within the Transportation Command needed for surge deployment within the first week of an emergency.

That shortfall would have to be made up by the commercial sector. "We can't leave home without you," he stated.



During a press conference following his address to the Washington, D.C. Propeller Club, Gen. Robert Rutherford, head of the U.S. Transportation Command, praised the efforts of Seafarers aboard the *Cape Rise* and *Cape Race* during their recent deployment to Bosnia as "absolutely superb!"

SIU: Jones Act Helps Hawaii's Economy

The Jones Act provides not just jobs for American mariners but many more economic opportunities for the state of Hawaii, according to testimony given by the SIU last month to that state senate's Transportation Committee.

SIU Honolulu Port Agent Neil Dietz informed the committee, "Once you get past all the fancy economic analyses and projections about what might happen if the Jones Act or related cabotage laws were repealed or eased to permit foreign vessels into domestic commerce, what it comes down to is real American jobs now filled by American seafarers.

"The American seafarers now employed on American-flag ships live here in American cities; send children to

American schools; shop in American stores owned by and employing other Americans; buy goods produced by other Americans to feed and cloth our families; pay taxes to American governments at every level; and, when required to support American troops overseas such as during the Persian Gulf War, serve on the American-flag ships that provide our soldiers the food, medicine, equipment, fuel and munitions they need to fight and win.

"If the Jones Act is repealed and, for example, Chinese seafarers crew the ships serving Hawaii, where do you think they will live, shop and pay taxes?" Dietz asked the legislators.

The committee is looking into the economic impact of the Jones Act on the

Hawaiian economy. The act is the nation's freight cabotage law which requires cargo transported between two American ports be carried on U.S.-built, U.S.-owned and U.S.-crewed vessels. As Hawaii is a series of islands, ocean transportation plays an important role in the state's trade policies.

Dietz reminded the elected officials that the Jones Act is not intended to prevent competition, noting that several companies are actively involved in trade between Hawaii and the U.S. mainland.

"What the Jones Act does is require that competition be fair — it simply says that if you want to compete in covered trades, you must play by the same set of rules as apply to every other operator in that trade," the port agent stated.

"Any qualified American vessel operator is free to enter into service to Hawaii — and we would be more than happy to crew its ships — provided it is willing to operate by the same rules as apply to others in the trade: pay American taxes; pay the cost of full compliance with American laws protecting the environment; give the employees on board the ships the same safety, health and other benefits and protections as apply to American workers everywhere, etc."

Dietz noted altering the Jones Act could set a dangerous precedent for other workers in Hawaii.

"Today, it may be the jobs of American seafarers that are on the line, but before you start down this road, ask yourself who's next? Why not employ foreign workers in all of our hotels so we could lower room rates and attract more tourists?" he asked to emphasize his point.

Export of Alaskan Oil Means Jobs for Mariners, SIU Tells Commerce Dept.

The U.S. Department of Commerce collected testimony from shipping interests, oil producers and labor unions (including the SIU) at hearings around the country as a preliminary step before Alaskan North Slope crude oil is exported aboard U.S.-flag tankers.

Held in Washington, D.C., Seattle and Anchorage, Alaska last month, the hearings were mandated by Congress when it passed, and the president signed into law, legislation allowing the oil to be sold to foreign interests. The measure called for the Commerce Department's Bureau of Export Administration to conduct an analysis on the environmental and economic concerns created by lifting the export ban on Alaskan North Slope oil.

The SIU pointed out that lifting the ban would help the economy by creating jobs for American merchant mariners aboard the tankers carrying the crude oil.

"With Alaskan oil exports authorized, these vessels will have employment opportunities not available today," noted Terry Turner, the union's director of government relations, during the February 7 hearing in Washington, D.C.

He also pointed out that exporting the oil would increase federal and state revenues, citing Energy Department and Congressional Budget Office reports.

Regarding concerns about the environment, Turner told the bureau that the "oil will be exported in an environmentally sound manner. Our members will be on those ships carrying the oil. Our futures depend on our ability to do the job right."

The Bureau of Export Administration is in the process of reviewing all the testimony collected at the hearing. The agency is expected to present its report on the economic and environmental concerns of exporting Alaskan oil to the president in the near future.

News reports have stated the first oil exports will not take place until late spring or summer of this year.

Bigger Terminal for SIU Ferry Service



Plans for a new, bigger terminal for the 13 SIU-crewed NY Waterway passenger ferries recently were announced at a ceremony in New Jersey. A \$1 million federal grant will help fund engineering, design work and construction of the new facility, expected to open in approximately three years. Overall, the project will cost an estimated \$27 million, and will be funded through public and private sources. Above: Deckhand Austin Martin leads ashore a few of the 20,000 daily commuters who travel between Manhattan and New Jersey via the ferries. At right, Captain Norman Littles prepares for another trip across the Hudson River.



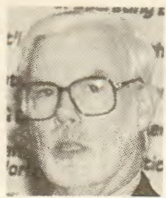
1996 Maritime Trades Department Executive Board Meeting

Military, DOT, Congressmen Cite Essentiality of U.S. Fleet

Support for the U.S.-flag merchant fleet remains a vital concern to the Clinton administration, the U.S. military and Congress, members of the AFL-CIO Maritime Trades Department (MTD) executive board were told during their annual meeting last month.

Among the speakers addressing the needs of maritime during the session held February 15 and 16 were the deputy secretary of transportation, the head of the Military Sealift Command (MSC), the minority party leader of the Senate and the ranking minority party member of the House Coast Guard and Maritime Transportation Subcommittee.

"Over the past three years, President Clinton has initiated and fought for a series of steps to revive American shipbuilding, to maintain a U.S.-flag merchant fleet and to ensure that our ports can handle growing trade," stated Mortimer Downey, the second highest



Mort Downey

ranking official at the Department of Transportation.

Downey noted the announcement made February 12 by Transportation Secretary Federico Peña that the Maritime Administration had approved shipbuilding loan guarantees to construct five new double-hulled tankers in a Virginia shipyard.

"That's going to sustain between 700 and 1,000 shipbuilding jobs, provide long-term employment opportunities for U.S. mariners and put environmentally sound ships in our tanker fleet," Downey told the board members.

The deputy secretary outlined the department's concerns for America's ports. He noted the president's endorsement for a national dredging policy and explained several proposals to increase the coordination needed to transfer cargo among trucks, railroads and ships.

Finally, Downey reaffirmed the administration's backing of the Maritime Security Act — the 10-year, \$1 billion maritime revitalization program presently before the Senate. The legislation outlines funding for approximate-

ly 50 militarily useful container-ships.

"We're optimistic that it will be passed soon so that the president can sign it," he said.

Joining in promoting the Maritime Security Act was Vice Admiral Philip Quast, the head of the MSC.

"We in MSC support the maritime revitalization program which will, I believe, enhance the opportunity for U.S. companies to continue modernizing their U.S.-flag fleet," the admiral stated.



VADM Quast

Quast went on to say that program could produce "innovative solutions from those companies for new commercial U.S.-flag ships that would better meet the requirement to serve us."

Among the provisions within the legislation is one requiring companies who receive funds to

make their containerships available to the military in times of national emergency or war.

Quast added, "Our national security requirements today are more heavily dependent upon sealift than in any other point in the history of our country. We would all feel a whole lot more comfortable if we had a strong merchant marine that we could rely on."

The need to pass the Maritime Security Act did not escape the notice of Senator Tom Daschle (D-S.D.), the Senate minority party leader.

"We need to pass the Maritime Security Act," Daschle informed the executive board.

"In this Congress, I know the Maritime Trades Department has worked hard to make Congress aware of the importance of maintaining a strong merchant marine. Let me tell you, your persistence has paid off."

"The Maritime Security Act is one of only a handful of bills that has actually attracted support

from both sides of the aisle in this Congress," the senator said.

Daschle told the members of the board that he is willing to work with members of both parties to pass the bill.

Representative Bob Clement (D-Tenn.) reminded the board he was "a proud supporter of the Maritime Security Act." He noted the bill cleared the House of Representatives with strong bipartisan backing last December.

The ranking Democratic member of the House Coast Guard and Maritime Transportation Subcommittee said the bill is needed "to preserve our cadre of trained seamen to activate the vessels in the Ready Reserve Force" in the event of an emergency.



Bob Clement

Despite the fact the bill has passed the House, Clement vowed he would "fight hard for immediate passage of this bill" in the Senate.

The SIU is one of 38 national and international unions representing more than 8 million working men and women that belong to the MTD.

Jones Act Support Reaffirmed By Daschle, Clement, Sweeney

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protects the environment, ensures our national security and does it at no expense to the taxpayer and without a dime of subsidies from Washington.

"Thirty-five other trading partners have cabotage laws! Why shouldn't we?" Clement asked.

The president of the AFL-CIO, John Sweeney, also announced the support of the national labor federation for the freight cabotage law during his address to the board.

"The Jones Act is just as important to our federation as Davis-Bacon," Sweeney proclaimed. (Davis-Bacon is a

federal law that calls for the prevailing wage to be paid to U.S. government-contracted workers.)

The board unanimously passed a resolution in support of the Jones Act calling on affiliates to "oppose any weakening of this nation's cabotage law."

"Without the most vigilant adherence to the Jones Act, it is possible, if not probable, that Americans would be held hostage in their own country by those who control foreign shipping, who would be able to dictate to the U.S. what would move between its ports, when it would move and how much it would be charged — a certain threat to the national defense and economic security."

The head of the nation's labor federation outlined a broad campaign to fight for workers' rights and "rejuvenate" the labor movement while announcing the legislative battles being waged by the AFL-CIO Maritime Trades Department (MTD) are as important as any other labor issues when he addressed the MTD executive board last month.

Speaking before the group for the first time since being elected the president of the AFL-CIO last October, John Sweeney assured the members, "We intend to fight just as hard on behalf of the Maritime Trades as we do on behalf of the Building Trades or the service sector or the public sector affiliates."

"On behalf of all of the departments of the AFL-CIO, your legislative program is as important as any other department's program."

"Your members are as important to the American labor movement as any other members and each deserve equal commitment on behalf of all of us working in unity and solidarity in order to better the lives of our members as well as workers all across the country," Sweeney stated.

In presenting his strategy for the future, the AFL-CIO president told the board that the federation will be working to organize more working men and women and to become even more politically active in the upcoming presidential, congressional, state and local elections.

He announced plans to hold a series of town meetings around the country this spring "to educate ourselves and our members and to raise the public profile of the most important issue confronting all of us: the growing gap between the profits workers are producing and the wages they are

being paid."

Later in the year, the AFL-CIO will be sponsoring internships for 1,000 young workers and students, "deploying them into organizing and political campaigns where they can make a difference with their energy and enthusiasm."

He said all of this would lead to a massive grassroots political campaign in the fall that would get the message of America's workers to the people running for political office.

"We are going to support candidates who will carry the banner of working Americans," Sweeney added.

Following up on Sweeney's points, AFL-CIO Secretary-Treasurer Richard Trumka reminded the MTD board members of three recent victories gained across the United States by working men and women.



Rich Trumka

He noted how janitors in New York City acquired recognition from building managers when other organized public service workers joined their picket lines for one day. He told how Machinists at Boeing were able to gain the health, pension and wage benefits they sought when they stayed united while on strike. And he described how the Communications Workers won their battle and did not miss a day's pay while using the media to get their message to the public during a dispute with Bell Atlantic.

"Labor's back and we're letting them know it!" Trumka proclaimed. "Working together, we can make a difference. Working together, we can move the American agenda. Working together, we can move Congress.

Working together, we can move this country!"

AFL-CIO Executive Vice President Linda Chavez-Thompson added that union solidarity will mean greater strength for all working people.



Linda Chavez-Thompson

"We will provide a better standard of living for our families and a better tomorrow for our grandchildren," she stated.

Adding his views to the comments made by the three top AFL-CIO officials was Representative Bob Clement (D-Tenn.). "Let us not forget who we're fighting for," the congressman said to the board members.

"We can make a difference, but we must make it consistent with the basic values that make America great; values that the AFL-CIO embodies."

"A commitment to opportunity for every American. A commitment to the dignity of work. A commitment that the family should be nurtured and parents should be honored," Clement noted.

Representative Charles Wilson (D-Texas) said the labor movement "needs to get its grassroots [movement] out again."



Charles Wilson

The legislator, who is retiring this year after 24 years in House, told the MTD board that the philosophy held by some newly elected members of Congress "is to increase the gap between rich and poor" and to do away "with safety in the workplace."



AFL-CIO President John Sweeney informs the MTD board that the federation will fight hard to protect the Jones Act and other maritime interests. Listening is MTD President Michael Sacco.

Lakes Season Starts This Month

With several SIU-contracted Great Lakes vessels expected to crew for the 1996 sailing season later this month, Seafarers who ply lakes Michigan, Superior, Huron, Erie and Ontario aboard lakers should contact the Algonac, Mich. union hall for fitout information.

According to SIU Algonac Port Representative Tim Kelley, some SIU-crewed ships have established tentative fitout dates for March. However, Kelley noted, the dates are subject to change and Seafarers who sail on the Lakes need to keep in touch with the hall for information on when to report to their respective vessels.

Engine and steward department members normally are the first to sign on the vessels as fitout begins. While the engine crew executes any needed repairs and refills pipes that had been emptied during layup, the galley gang orders stores and makes other preparations for the season.

Members of the deck department usually join the ships within a few days after their fellow crewmembers. The vessels begin sailing two or three days after the arrival of the deck crew.

While the season is set to begin in mid-March, sub-zero temperatures, piles of snow and thick ice fields continue to plague the Great Lakes region.

The Soo Locks in Sault Ste. Marie, Mich., located between Lake Superior and Lake Huron, are scheduled to open on March 25. The opening of the locks traditionally marks the date operations on all the Great Lakes resume.

However, Glen Nekvasil, communications director of the Lake Carriers' Association, which monitors the action of U.S.-flag shipping on the Lakes, cautioned that the opening of the Soo Locks will be a formidable task if current weather conditions persist.

"We anticipate a very rough start up to the season. The ice is very, very thick. There has been an on-going series of meetings with the U.S. Coast Guard to determine where and when to deploy ice cutters. Basically, we are formulating plans so that the season can open on time," noted Nekvasil.

According to the association representative, despite the brutal weather conditions that crippled

the end of the 1995 season for many lakers, the 1995 navigational season was the longest in 16 years. Starting with the March 11 sailing of the SIU-crewed *Buffalo*, U.S.-flag dry-bulk carriers were in service for 342 days during the 1995 season.

The demand for commodities on the Great Lakes remains high following the seasonal shut down of shipping. Coal, iron ore and stone — which are required in steel production — are the highest-volume commodities moved on the Great Lakes. The Great Lakes basin is home to nearly three-fourths of America's steel-making capacity.

Nekvasil reported that during the 1995 season, U.S.-flag carriers moved 114.6 million tons of cargo, slightly less than during the 1994 season. 1995 looked like another record-setting year when as late as September U.S.-flag carriers were six percent ahead of 1994's pace. However, significant weather-related delays in October and November as well as thick ice formations in the St. Marys River from mid-December on slowed commerce and the earlier gains were lost.



Great Lakes Seafarers prepare for the 1996 sailing season in the port of Duluth, Minn. Wiper Jack Povaser (left) and AB Ronald Dandrea pick up medical forms for their annual physicals.



OS Leonard Kauti (left) and Wiper Walter Sipper check the latest Lakes' fitout information during a recent visit to the Duluth union hall.



Proudly displaying their work at the Paul Hall Center are (from left) Seafarers Walter Wise, Marty Smith and Alfred Wylie.

Orgulf Galley Trio Aces Inland Culinary Class

Three more Orgulf cooks have returned to their towboats after graduating from an intensive two-week culinary program that dealt with such subjects as menu planning and preparation and sanitary conditions.

Boatmen Walter Wise, Marty Smith and Alfred Wylie completed the course especially tailored by the Harry Lundberg School of Seamanship for cooks who sail aboard Orgulf boats.

Wise said the class would help the three cooks when they sailed again. "It is a good school and I think that all Orgulf cooks should attend. All three of us benefitted greatly from the experience and we are hoping to return to Piney Point in the near future," stated Wise on behalf of the group.

"They were an extremely motivated group and they did a superb job," said Chef Allen Sherwin, who oversees the classroom and galley training of steward department members upgrading at the school. "They did a wonderful job in the classroom and in the presentation of their work. Their test scores showed as much."

The course included menu management, food utilization, nutritional cooking and hands-on

training in the Paul Hall Center's lecture and demonstration galley.

In addition, the three cooks received certificates in sanitation for successfully completing assignments and testing on such subjects as food-borne illnesses, personal hygiene and proper health practices in the galley. The certificate, given only after passing a test on all of these subjects, is recognized by the National Restaurant Association.

The members also learned how to utilize computers to order stores and plan shipboard menus. The idea for a special Orgulf culinary class was created following a meeting of the Lundberg School's Inland Advisory Board where representatives from the facility, union and contracted companies discussed courses that can benefit SIU boatmen.

The school worked with officials from the company to create a program for the cooks that met the needs of the boatmen and Orgulf as well as fit within the crewmembers' work schedules.

More classes are being planned for Orgulf cooks. Information on these sessions will be available from SIU Representative Becky Sleeper at the union's St. Louis hall.

Great Lakes Mariners Complete Special AB Course at Hall Center

Seafarers who work for four Great Lakes companies recently completed special courses covering AB and lifeboat skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Fourteen members who sail aboard SIU-contracted Hannah Marine, American Steamship Company, Kinsman Lines and Great Lakes Towing vessels graduated from the training program developed especially for them by the Lundberg School.

The school adapted its normal AB and lifeboat courses to accommodate both the companies and the members' needs and schedules. While the regular AB course is nine weeks long and the lifeboat course two weeks, the classes were combined into a single three-week course.

In addition to the daily classes, the school held sessions in the evenings and on the weekends to provide the Great Lakes Seafarers with all the information they would receive from a regular length class.

According to Gilliland, the Seafarers covered the same material as members who attend the nine-week course, in a shorter time.

"Because Seafarers on the Great Lakes work about nine months out of a year, we wanted to make the classes shorter so that during their winter break they would have time for the training and it wouldn't take them away from home for too long," said Tom Gilliland, the Lundberg School instructor who taught the special AB course.

The Seafarers, most of whom previously sailed as deckhands, received hands-on training and classroom instruction in areas such as deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid and more.

The third week of the course was dedicated to lifeboat and water survival skills. The mariners covered emergency drills, lifeboat launching and recovery, basic compass navigation and more. Then, the Seafarers took a U.S. Coast Guard exam to earn their lifeboatman certification.



Lundberg School instructor Tom Gilliland (second from right) discusses cargo-handling rigs with Great Lakes members in the special AB course in Piney Point, Md.

Diamond State Crew Shines In 'Exercise Bright Star'



Seamen aboard the *Diamond State* and 10 other SIU-crewed vessels provided sealift for U.S. forces, as well as allied forces, during a desert training exercise in Egypt that ran for six months last year.

The operation, known as Exercise Bright Star, brought U.S. troops together with Egyptian, French, German, United Arab Emirates and United Kingdom military forces to participate in field exercises and command post training in a desert environment.

The *Diamond State*, a Ready Reserve Force (RRF) vessel, was one of the first ships activated by the Military Sealift Command (MSC) for the exercise. The ship, operated by Interocean Ugland Management for the MSC, was crewed in mid-July to begin sea trials before sailing from Orange, Texas to Alexandria, Egypt.

Readying the Reserve

Bosun Glenn Christianson and members of the deck department inspected and tested the vessel's six cranes to make sure they were in good condition for transferring the military cargo. The engine department members checked the diesels and monitored the vessel's fuel efficiency. Crewmembers also evaluated anything that could possibly go wrong during the voyage.

According to Chief Cook Catherine Scott, it took nine hours to load stores for the voyage to Egypt. "Because we really weren't sure how long the exercise would take or how many troops we would be feeding, they loaded us up with an incredible amount of food," said the steward who is currently attending the steward recertification course at the Lundeberg School.

Successful Operation

"The voyage over was uneventful but upon arrival all the hard work began," Scott told a reporter for the *Seafarers LOG*.

Because the *Diamond State* is equipped with the cranes, it was able to self-load and unload. However, due to the small size of the Egyptian port, the RRF vessel had to share docking space with other vessels arriving with more time-sensitive cargo. Several times the *Diamond State* was forced to leave its dockside facility while other ships offloaded and left the port.

"I think the mission as a whole was successful," AB Tom Culpepper said. "When we weren't right along side the dock discharging cargo, we loaded up barges offshore with the equipment and they were moved to the dock. Also as part of the exercise, the troops practiced using our cranes to unload. I think we did a good job helping to instruct the troops in cargo operations throughout the entire exercise," said the AB.

According to Scott, the vessel fed about 40 U.S. military officers three meals per day in Egypt. However, when the *Diamond State* first arrived in Alexandria, additional military personnel were served until rations arrived aboard other vessels to feed them during the drill.

"We were hard at work from the time we first arrived in port until we left to sail home," recalled Scott who sails from the port of Honolulu.

Before the *Diamond State* was scheduled to return to the U.S. in November, a shipboard barbecue was held for the crewmembers as well as more than 100 American military men and women participating in the exercise.

"Because we had worked closely with the troops, we thought it would be nice if we all got together and learned about what each side did during the operation," recalled Scott.

The chief cook and other members of the galley gang, including the chief cook's husband, Chief Steward Matthew Scott, planned an all-day cookout with everything from steak and potato salad to shrimp and kielbasa.

"It was a great time," recalled the chief cook. "Even though this was my first military exercise, I have to say that we did a superb job," Scott concluded.

The *Diamond State* was not the only SIU-crewed vessel to dock in Alexandria for Exercise Bright Star.

The quick deployment of military equipment began during the first days of July when the *Maersk Constellation* loaded the first equipment to be used in the exercise. Fast sealift ships the *USNS Antares*, *USNS Algol* and *USNS Bellatrix* transported cargo from Savannah, Ga. to Egypt and arrived in mid-August.

In addition to the *Diamond State*, another RRF ship, *Cape Mohican* was used for logistics during segments of the exercise. The *Cape Mohican* also provided small boats used in the off-loading of the *USNS Algol* while that vessel was at anchor.

In November when the exercise was complete, 21,000 U.S. troops had participated and SIU-crewed military contracted ships were once again called into action to return the equipment.

The *USNS Capella*, *USNS Pollux* and *USNS Altair* were activated for the redeployment. The *American Falcon* and *American Condor* transported infantry equipment, supplies and containers to a variety of locations in the U.S. and Middle East.



Before sailing for Alexandria, Egypt, deck and engine department members inspected and tested the *Diamond State's* diesel engines and cranes. They are, from left, AB Robert Brinks, Oiler Gary Danos and Bosun Glenn Christianson.



Keeping the inside of the *Diamond State* clean and orderly is SA Mohammad Saeed.



SA Jimmy White (left) and Chief Steward Matthew Scott put stores in the food locker aboard the *Diamond State*.



Chief Electrician Bob Caldwell and Chief Cook Catherine Scott pose for a photo after a day of sea trials.

SEAFARERS FAMILY photos

A trip to the local SIU hall can be fun for the whole family! Spouses and children of Seafarers often share in the union experience, both at the halls and at the SIU's vocational training facility in Piney Point, Md. This page from the SIU family album captures some of those moments—as well as an anniversary celebration.

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



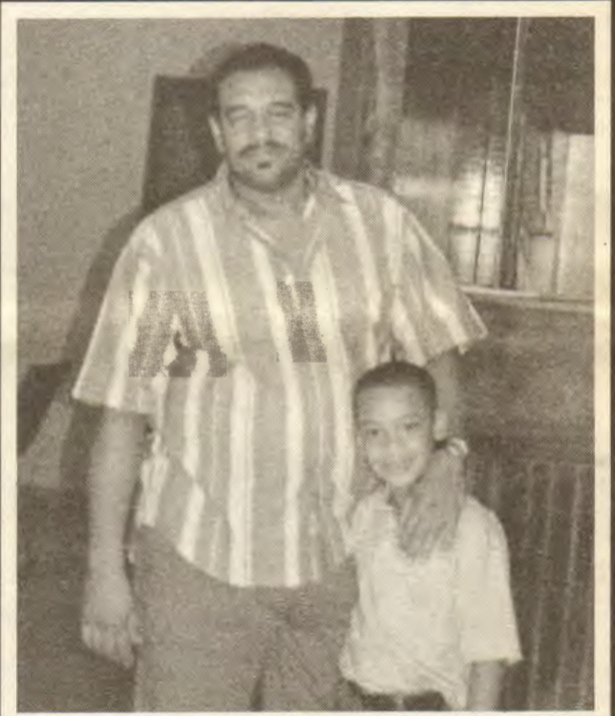
A trip to the Lundeberg School is a family affair for members of the DiCarlo family. Francis DiCarlo Jr. (center), who earned his certificate as a recertified steward last August, brought his wife and children along to enjoy the beautiful scenery and historical sites of Southern Maryland. From the left are Thomas (6 years), Nicole (3 years), Anthony (15 months) and his wife, April. (Not pictured is 11-year-old Francis III.)



Keeping a family tradition of SIU membership going strong is David Wayne Heindel Jr. (center), who last November graduated from the Lundeberg School trainee program in Piney Point, Md. He is joined by his father, SIU Assistant VP Dave Heindel (left); his stepmother, Jerri Dee; and his step-sister, Chelsea.



Patricia-Marie Pugh helps her dad, deep sea member Timothy Pugh, register at the counter in the port of Baltimore.



Happy that his father, Cook Orlando Rodriguez, is back home from the sea is Orlando Jr., who recently accompanied the galley gang member to the Santurce, P.R. hall to fill out vacation forms.

ZMED Torry Kidd Jr. and his wife, Martha, celebrated their 30th wedding anniversary last August. The couple makes their home in Mobile.



The Lagasca family enjoyed a weekend picnic on the grounds of Lundeberg School while Pancho (right) was attending the chief steward program last July. Pictured with him are his wife, Maria, and son, Alex.



Newlyweds Deneise and Percy Payton helped spread some Christmas cheer when they visited the Mobile hall over the holidays. Percy sails as an FOWT.

6 Runaway-Flag Ships Brought Under ITF Contract

Inspector Gets Thousands in Back Pay for Brazilian Vessel

Seamen working aboard six runaway-flag ships nearly doubled their wages after securing representation by the International Transport Workers Federation (ITF).

SIU Representative Spiro Varras, an ITF inspector, met with the multinational crew aboard the Greek-owned, Malta-flag *Kavo Maleas* in Philadelphia in January. He subsequently demanded recognition of the ITF as the bargaining representative of not only the *Kavo Maleas*, but also the five other ships (all of which fly either the flag of Malta or Cyprus) owned by Gourdomichalis Maritime of Piraeus.

The contract establishes wage rates that meet international standards and helps ensure that crewmembers aboard the six ships will be paid in a timely manner.

In many cases, the ITF contract means a substantial raise for the mariners. For instance, in the Gourdomichalis fleet, an AB's pay nearly doubles, from \$600 per month to \$1,100.

The ITF contract also provides for overtime and holiday pay and manning according to ITF policy. It includes a clause for free medical attention, sick pay, a death benefit, disability insurance and other benefits.

In a separate incident, Varras recently helped secure \$55,000 in back pay for crewmembers of a Brazilian-flag ship (the *Tupi Angra*) who are members of a Brazilian mariners union known as Contmaf. He also facilitated some badly needed repairs aboard the vessel and arranged medical treatment for two crewmembers suffering from exposure to the cold.

The Brazilian union had contacted the ITF offices in Washington and requested assistance not only in garnering the wages, but also in rectifying the deplorable conditions aboard the *Tupi Angra*.

When Varras boarded the vessel in Newark, N.J. in late December, he found the crewmembers "living in misery. Temperatures were below freezing, but the ship's heating system was broken. The guys were literally freezing, and they had a severe shortage of stores. Also, there was no running water in the men's room," Varras said.

Working with representatives from a local hospital, church and seamen's center, Varras helped deliver a quantity of donated relief items to the crew. Included were sweaters, jackets and other winter clothing, as well as 27 electric heaters and blankets.

"It's a miracle that only two seafarers got sick from the weather and lack of provisions," Varras observed.

While Varras worked to secure the wages and make the ship habitable, U.S. Marshals arrested the vessel because its charterer owed \$160,000 in fuel costs to a European bunker company. The debt then was paid.

The ITF comprises approximately 400 transportation unions throughout the world, including numerous seamen's unions. 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, such as the *Tupi Angra*.

Runaway-flag shipowners seek to get around the stringent 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. Malta, Cyprus, Panama, Liberia and the Marshall Islands are among the countries operating such so-called flag-of-convenience registries.



Deplorable conditions aboard the *Tupi Angra* included no running water in the lavatories (above), plus no heat and a shortage of stores.



SIU Representative Spiro Varras (center) meets with crewmembers aboard the *Kavo Maleas* in Philadelphia.



The *Kavo Maleas* is one of six Greek-owned, runaway-flag ships that recently were brought under ITF contract.



Members of the *Tupi Angra* steward department thank Spiro Varras (center) for helping secure back wages.

ITF's Cockroft Says Progress Being Made In Campaign vs. Substandard Shipping

The head of the International Transport Workers Federation (ITF) told the AFL-CIO Maritime Trades Department (MTD) executive board last month that a global campaign to pressure runaway-flag vessels to conform with international pay and safety standards is growing.

David Cockroft, the secretary general of the ITF, said progress is being made as maritime unions, governmental agencies, shipping interests, insurance companies and others are working "to raise safety standards, environmental standards and social standards in the industry."

(The MTD is composed of 38 national and international unions, including the SIU, representing more than 8 million working men and women in maritime-related trades.)

The ITF, a London-based federation of more than 400 transportation unions from around the world, has been fighting to bring an end to substandard conditions found on runaway-flag vessels. These freighters and tankers fly the flags of nations that operate open ship registries with lower safety and working standards than those found in traditional seafaring na-



ITF Secretary General David Cockroft announces to the MTD executive board that progress is being made in the battle against runaway-flag ships.

tions, like the U.S., Norway and Great Britain.

Shipowners also are provided with a method to escape tax payments while being able to hire crews from anywhere in the world by using the runaway registries.

Cockroft stated the support being given

by such port-state control agencies like the U.S. Coast Guard are forcing some runaway-flag vessel owners to upgrade the conditions or stop sailing into harbors where the codes are being enforced.

Cockroft said the shipowners are being told that if they "don't have the

capacity or willingness to enforce minimum standards on board your ships, those ships cannot trade internationally."

"If this can be done politically, then we can eliminate half of the [runaway-flag] registries, which would also drive out a lot of the worst, substandard, lousy tonnage."

Cockroft pointed out that getting rid of the substandard shipping would drive up freight rates and eliminate cut throat competition and, in general, be beneficial for the shipping industry.

In order to add more pressure on the runaway-flag vessels, the ITF has doubled the number of inspectors it has posted worldwide, Cockroft told the board.

"The inspectors are better trained, better equipped, more efficient and more professional. Shipowners will find a much tougher — much warmer — welcome if they come to ports with bad and lousy ships and lousy conditions."

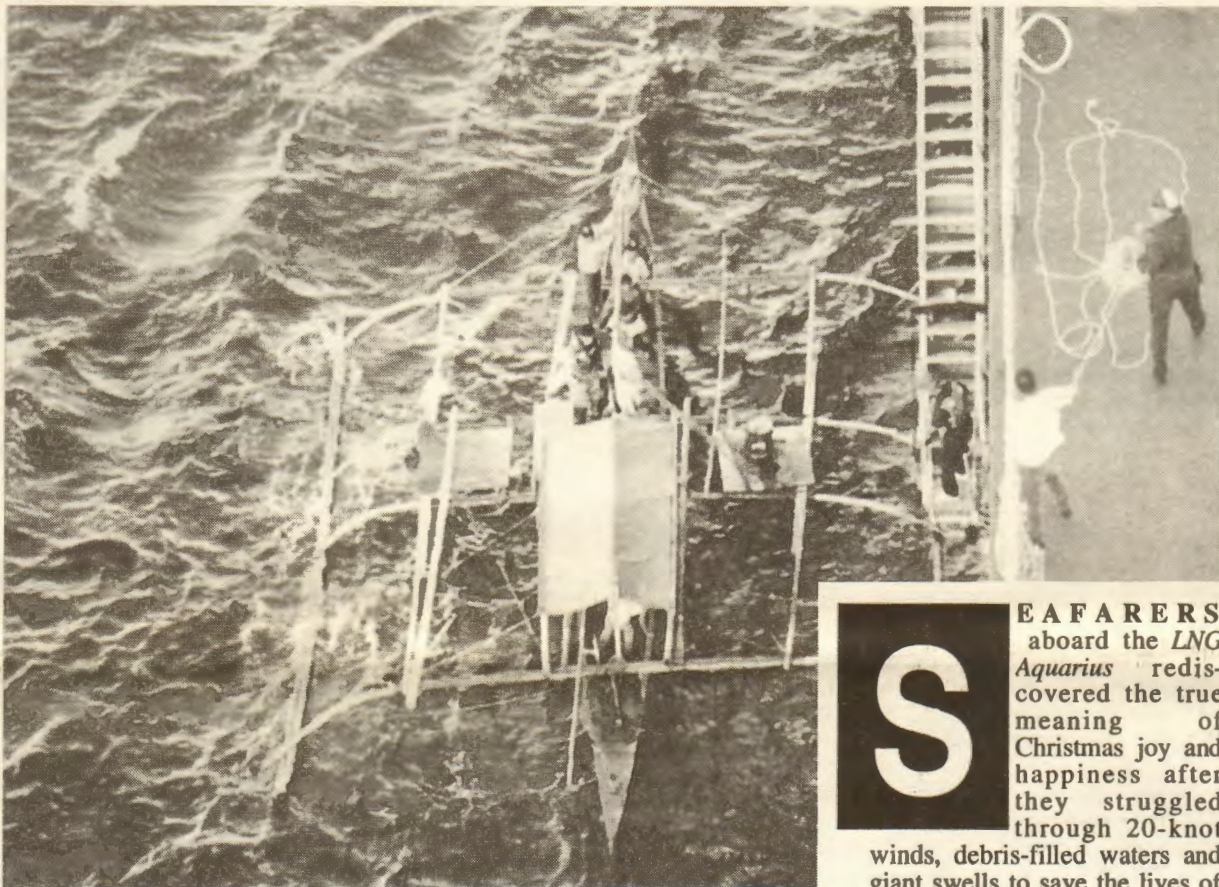
Member unions of the ITF provide the organization with inspectors in their home countries. SIU representatives Edd Morris, Spiro Varras and Joseph Mieluchowski serve in that capacity in the U.S. as well as other members of the seafaring and longshore unions.

Cockroft added that with additional inspectors in Australia, South Korea and Japan, the organization will be making "the Pacific a much hotter area for ITF action."

Alert Look

Saves Two Fishermen

AB Scott Snodgrass (center) poses for a picture with the two fishermen. The AB was standing watch aboard the *LNG Aquarius* when he spotted the men in the stormy, debris-filled seas.



On the morning of Christmas Eve, a boat carrying family members of the fishermen maneuvers into place next to the *LNG Aquarius* while crewmembers prepare to transfer the two men.



Captain Douglas Glenn where he and his friend were rescued by the *LNG Aquarius*.

an hour after the initial spotting, the lifeboat—manned by QMED Mark Francois, QMED James Perez, AB Stinson, Third Engineer Ray Rodriguez, Second Engineer Gary Neifert and Chief Mate Todd Bailey—was lowered into the stormy waters to retrieve the two men.

“Once lowered down into the sea, the lifeboat crew discovered the two men were afloat on a fishing boat outrigger, which was all that was left of their boat. They were paddling with some form of wreckage to make their way closer to the *Aquarius*, but the incessant swells stifled their headway,” observed Dickens and Stinson.

The rescue crew moved close enough to the two fishermen to toss a line, and Perez, Francois and Stinson pulled the pair into the lifeboat.

Once the distressed fishermen were safely in the lifeboat, the rescue crew examined them and wrapped them in warm blankets. Stinson noted that the men did not speak English and remained speechless and huddled together in the lifeboat’s bilge while the rescue crew began the task of retrieving the boat falls.

Dickens and Stinson noted that because of the rough seas and high winds, getting the lifeboat back to the ship proved to be a difficult task.

“The crew ran the risk of being hit with the swinging heavy metal blocks or getting their fingers mashed in the hooks as they reconnected. Several unsuccessful attempts were made, and once a large squall came up and drenched everyone on the lifeboat with a big fat rain,” wrote the AB and second mate.

Finally, 75 minutes following Snodgrass’s sighting of the fishermen, the lifeboat was safely connected and the occupants were hoisted aboard the *Aquarius*.

“The crew standing on deck was very relieved when the lifeboat was safely hoisted to the ship’s embarkation deck. The two men, clearly exhausted and hypothermic, remained huddled together and wrapped in blankets,” the letter from Stinson and Dickens explained.

GUDE Ali Amran spoke Tagalog (the language of people native to the Philippines) and was instrumental in interpreting their

SEAFARERS aboard the *LNG Aquarius* rediscovered the true meaning of Christmas joy and happiness after they struggled through 20-knot winds, debris-filled waters and giant swells to save the lives of two Filipino fishermen and safely returned them to their families in time for Christmas.

In a letter to the *Seafarers LOG*, AB Cara Stinson and Second Mate Larry Dickens detailed the rescue, which took place on December 19 while the *Aquarius* was sailing from Nagoya, Japan to Bontang, Indonesia.

Crew Springs into Action

Around 3 p.m., the ship was 6.5 miles off Manoal Point on the east coast of the Philippine island of Mindanao. AB Scott Snodgrass, who was standing watch, spotted what appeared to be two individuals being tossed about in the heavy seas. The AB immediately alerted Third Mate Kelley Stark, who confirmed the spotting, and notified Captain Douglas Glenn, who sounded the “man-overboard” alarm.

“We had been passing through rain squalls before, during and after the rescue. It was only due to the vigilance of the bridge watch—and a lot of luck—that they were spotted at all,” wrote the two shipmates.

Stinson and AB Pat Vandergrift rigged the accommodation ladder while others prepared to launch a lifeboat. Half

Holiday Rescue Renews Christmas

words and comforting them.

The two men relayed to the crew that they were Diosdado Bantiding, 35, and Herminigeldo Alolod, 32. They explained that they had left their village of Mindanao on December 16. Several hours after departure, one of the outriggers on their small fishing boat came apart and caused the narrow vessel to capsize and sink.

Bantiding and Alolod said they had been in the water for three days and two nights, clinging to the remaining outrigger with a plastic container and some fishing line they managed to save from their sinking boat. According to the captain, the two fishermen had drifted south in the currents for about 70 miles before being spotted by Snodgrass.

"Once aboard, they were given a comfortable room with food and drink. They slept promptly, still huddled together, because they were so cold and traumatized.

"The rescued men expressed their gratitude and concern to Ali to convey to us. It was an emotional time and there were a few tears, but Ali assured them that everything was now okay and they had no reason to be afraid any longer," recalled Dickens and Stinson.

Concerned Crew

Once the Filipino pair were aboard, the entire *Aquarius* crew put forth special efforts to make them feel comfortable and safe. Galley gang members Chief Steward Jill Prescott, Chief Cook K. Riccobono and SAs Frank Ortiz and Edward Desantos prepared hearty meals for the rescued fishermen; other crewmembers provided clothing. The day after their rescue, the two men conveyed their feelings of well-being and relief to the crew and requested photos be taken of them with their heroes.

Because the men had no documents of identification, Indonesian officials refused to allow them to be repatriated from Bontang. According to Stinson and Dickens, arrangements were made through the ship's agents in Manila to notify their anxious families. Preparations also were made to have a boat meet the *Aquarius* on Christmas Eve in waters near their village on the LNG ship's voyage north to Nagoya.

Presents for Children

When Chief Steward Prescott and Bosun J.C. Cooper discovered that Bantiding had six children and Alolod had three, they decided to make it a Christmas to remember.

A collection plate was passed throughout the *Aquarius* and the entire crew donated money to buy gifts for the fishermen's children. When the ship arrived in the port of Botang to take on cargo, Prescott and Cooper went into town with the donated money to purchase gifts.

Toy airplanes, boats, helicopters, motorcycles and many other playthings were presented to the men for their children to receive on Christmas day.

"Their faces lit up with joy and gratitude when we gave them all of the toys from the crew,"



Seventy-five minutes after the initial spotting, the rescue crew of the lifeboat returns to the LNG *Aquarius* with the two men safely on board.

recalled Dickens and Stinson.

As the *Aquarius* neared the scheduled rendezvous point to discharge the two men, they discovered not one, but several boats holding cheering families and friends of the fishermen.

"We were met right on schedule by a flotilla of local boats. Everyone on deck said good-bye, and the men disembarked our ship into the arms of their family and friends, leaving our crew feeling good," the AB and second mate stated.

The pair added that a gift for the *Aquarius* crew was passed to the ship from one of small boats. The captain opened the present and found a box of bananas and

a heartfelt thank-you note from the mother of Herminigeldo Alolod.

The note said, "Thank you, all of you. Thank you very much for your kindness. Merry Christmas and Happy New Year."

With three long blasts of the ship's whistle, the *Aquarius* continued the journey to Japan.

Shore-side Celebration

"We pulled away leaving small boats of people celebrating, waving, smiling and hugging one another as they headed back to their village. We had been successful in our rescue effort," the *Aquarius* pair noted.

Captain Glenn was so pleased

with the entire crew following the rescue and the safe delivery of the fishermen back to their families that he wrote letters of commendation for everyone.

"He noted with pride that the crew had responded with skill, professionalism and discipline," the second mate and AB recalled.

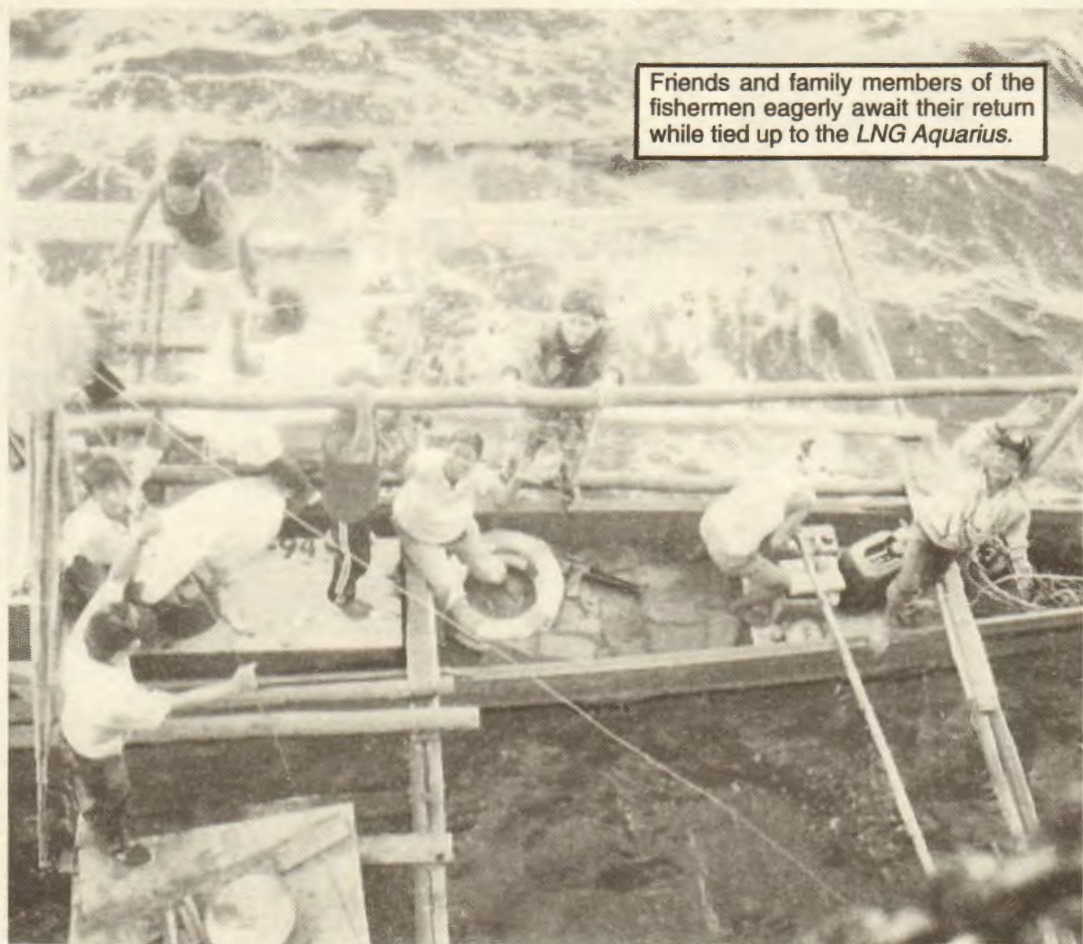
In addition, Captain Glenn sent a special thank-you letter to Mrs. Alolod for the bananas which the entire crew shared and enjoyed.

"We all make our living on the sea. We are very much aware of the dangers. We all hope that we will never have such a terrifying experience as your two brave men," the captain's letter stated.

Dickens and Stinson noted that the rescue provided *Aquarius* crewmembers with a special way to enjoy Christmas at sea.

"This was truly a joyous Christmas for the *Aquarius* crew. What could be more heartwarming and rewarding than saving the lives of two men and reuniting them with their families on Christmas Eve? Most of us had been trying just to make the best of another holiday at sea, away from our loved ones. But Christmas this year has been given new meaning.

"Or perhaps an old meaning has been revived: Peace on Earth, Goodwill toward men," the letter concluded.



Friends and family members of the fishermen eagerly await their return while tied up to the LNG *Aquarius*.



The two fishermen and their families wave and smile as they sail toward their village.

as Spirit for LNG Aquarius Crew



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.

Among the 26 Seafarers joining the ranks of pensioners this month is Bosun Clyde S. Smith, who is retiring at the age of 70.

Brother Smith's 44 years with the union began in 1951 aboard the *Pan Atlantic* operated by Sea-Land Service, Inc. and ended in December 1995 when he signed off the *Overseas Harriette* operated by Ocean Bulk Ships Inc.

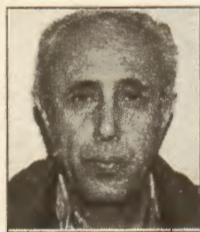
He is one of 17 pensioners who sailed on the deep seas; another five sailed the inland waterways and four shipped on Great Lakes vessels. division.

Smith had completed the bosun recertification class at the Lundeberg School. Another pensioner being announced this month, Eugene Beverly, also finished the course, while Sherman L. Jarman became a recertified steward. These courses offer the highest level of training for deck and steward department members at the Piney Point, Md. facility.

Ten of the retiring SIU members served in the U. S. military — five in the Army, two each in the Navy and Air Force and one in the Marine Corps.

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

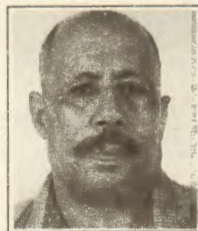
DEEP SEA



HASSAN AHMED, 65, joined the SIU in 1969 in the port of Detroit. A member of the engine

department, Brother Ahmed started out in the Great Lakes division. He later transferred to deep sea vessels and sailed in the engine, deck and steward departments. Born in Yemen, Brother Ahmed became a U.S. citizen and makes his home in Michigan.

ALI M. ALLI, 65, began his career with the SIU in 1971 in the port of San Francisco.



The steward department member started out aboard Great Lakes vessels and later transferred to the deep sea division. Born in Arabia, Brother Ali became a U.S. citizen and lives in California.

EUGENE BEVERLY, 61, started his career with the Seafarers in 1953 from the port of Savannah, Ga. Sailing in the deck department, the South Carolina native upgraded at the Lundeberg School in Piney



Point, Md. and graduated from the bosun recertification course there in 1991. Brother Beverly calls Texas home.

FRANK D. DiSTEFANO, 59, joined the Marine Cooks & Stewards (MC&S) in 1957 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). In 1959, Brother DiStefano attended the MC&S Training School in Santa Rosa, Calif. He last sailed aboard the *Kainalu* operated by Matson Navigation Co. Brother DiStefano continues to reside in his native state of California.

MIKE J. HANBOUZ, 65, began sailing with the Seafarers in 1971 in the port of New York.



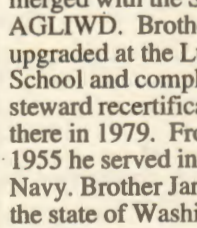
Brother Hanbouz shipped in the engine department. Born in Egypt, he now makes his home in New York.



RAY U. HART, 65, began his career with the SIU in 1962 in the port of San Francisco. Starting out

in the deck department, Brother Hart later transferred to the engine department and upgraded frequently at the Lundeberg School. A native of Finland, he became a U.S. citizen and lives in California.

SHERMAN L. JARMAN, 66, joined the MC&S in 1975 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Jarman upgraded at the Lundeberg School and completed the steward recertification program there in 1979. From 1948 to 1955 he served in the U.S. Navy. Brother Jarman lives in the state of Washington.



CHARLES LOVELAND, 65, began sailing with the SIU in 1968 from the port of San Francisco following 20 years of service in the U.S. Navy. Brother Loveland shipped in the deck department and upgraded at the Lundeberg



School. Brother Loveland has retired to his native Montana.

HIL-DEBRANDO MENDOZA, 65, started his career with the Seafarers in 1968 in the port of New Orleans. Sailing in the engine department, Brother Mendoza last shipped in June 1995 aboard the *Sea-Land Discovery* operated by Sea-Land Service, Inc. Born in Honduras, he became a U.S. citizen and makes his home in Louisiana.



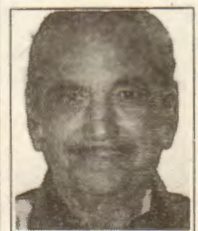
HENRY M. NOEL, 63, graduated in 1967 from the MC&S Training School in Santa Rosa, Calif. and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. The New York native last sailed in September 1992 aboard the *Maui*, operated by Matson Navigation. From 1950 to 1953, he served in the U.S. Air Force. Brother Noel resides in California.



GUILLERMO O'NEIL, 59, began sailing with the SIU in 1959 from the port of New York.

Brother O'Neil last shipped as a QMED. From 1960 to 1962, he served in the U.S. Army. Born in Puerto Rico, Brother O'Neil has retired to New Jersey.

MIKAL K. OVERGAARD, 62, started his career with the Seafarers in 1966 in the port of New York. Brother Overgaard sailed in the engine department and upgraded at the Lundeberg School. He last shipped in August 1995 aboard the *Ambassador* operated by Crowley American Transport. Born in Norway, Brother Overgaard now makes his home in Chile.



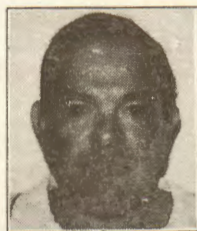
ALEJANDRO SERRANO, 69, joined the Seafarers in 1961 in the port of New York. Brother Serrano shipped as a member of the steward department and last sailed in September 1994 aboard the *Mayaguez* operated by Puerto Rico Marine Management. Brother Serrano has retired to his native Puerto Rico.

CLYDE C. SMITH, 70, began sailing with the Seafarers in



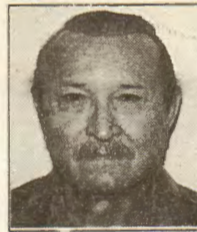
1951 from the port of New Orleans. As a member of the deck department, he upgraded at the Lundeberg School and completed the bosun recertification course there in 1980. Brother Smith still calls Texas home.

RAFAEL VERGARA, 62, joined the SIU in 1972 in his native Puerto Rico. He sailed as a member of the engine department. Brother Vergara continues to call Puerto Rico home.

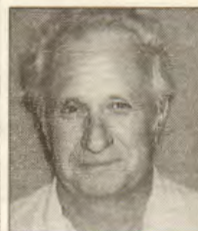


HERMAN LEE WHITE, JR., 65, started sailing with the Seafarers in 1951 in the port of Philadelphia. The New Jersey native shipped in the steward department. Brother White resides in Virginia.

JOSE ZAYAS, 63, joined the SIU in 1969 in his native Puerto Rico. Brother Zayas shipped as a member of the engine department. From 1952 to 1956 he served in the U.S. Army. Brother Zayas has retired to Puerto Rico.



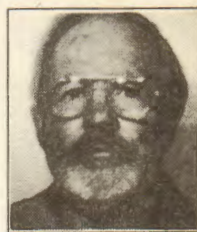
INLAND



ALVIN D. ELLIS, 65, joined the Seafarers in 1975 in the port of Jacksonville, Fla. The Florida native sailed in both the steward and engine departments, last sailing as a steward department member. Boatman Ellis shipped primarily with Maritrans. From 1948 to 1955, he served in the U.S. Army. Boatman Ellis still calls Florida home.

HENRY B. REYNOLDS, 62, began sailing with the SIU in 1963 from the port of Port Arthur, Texas. The Florida native sailed as a member of the steward department. From 1952 to 1956, he served in the U.S. Air Force. Boatman Reynolds resides in Texas.

JIMMIE DEE STEVENS, 62, started his career with the Seafarers in 1980 in the port of Wilmington, Calif. Sailing in the deck department, the Alabama native upgraded at the Lundeberg School. From 1951 to 1968, he served in the U.S. Marine Corps. Boatman Stevens lives in South Carolina.



JOHN H. THOMAS, 63, joined the SIU in 1972 in the port of Piney Point, Md. The Virginia native

sailed as a member of the deck department. Boatman Thomas lives in Virginia.

ROSALIS J. VITO SR., 65, started his career with the SIU in 1965 in the port of New Orleans. Boatman Vito worked primarily with Radcliff Materials, Inc. He lives in Louisiana.



GREAT LAKES

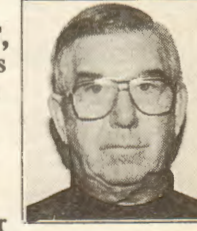
WILLIAM F. COYER, 62, began sailing with the SIU in 1961 from the port of Buffalo, N.Y. Brother Coyer shipped in the deck department and upgraded at the Lundeberg School. From 1956 to 1958, he served in the U.S. Army. Brother Coyer has retired to his native New York.



DANIEL J. DALY, 61, joined the Seafarers in 1963 in the port of Chicago. The New York native

sailed in the deck department. From 1954 to 1956, he served in the U.S. Army. Brother Daly calls Florida home.

CLINTON KIRCHOFF, 65, started his SIU career in 1949 in Detroit. Sailing in the deck department, Brother Kirchoff shipped primarily for Huron Portland Cement Co. He lives in Michigan.



WILLIAM SLEPKO, 65, joined the SIU in 1973 in the port of Cleveland. Brother Slepko shipped as a member of the engine department. A native of Poland, Brother Slepko became a U.S. citizen and has retired to Ohio.

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 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	36	34	6	28	12	1	5	61	41	10
Philadelphia	6	5	1	2	6	1	2	4	3	1
Baltimore	6	13	0	4	11	0	0	0	3	2
Norfolk	13	17	6	10	11	4	3	21	17	8
Mobile	12	8	0	7	3	0	0	21	16	1
New Orleans	24	32	1	19	18	0	11	38	51	3
Jacksonville	35	21	4	35	14	4	14	53	31	8
San Francisco	22	19	2	19	12	0	5	38	30	4
Wilmington	13	24	2	8	16	0	8	33	27	4
Seattle	30	26	0	16	11	0	12	56	40	1
Puerto Rico	11	5	0	8	3	0	1	20	8	1
Honolulu	11	5	6	8	13	4	7	10	11	8
Houston	29	32	4	16	16	2	8	50	41	8
St. Louis	0	1	0	1	1	0	0	1	0	0
Piney Point	5	7	0	2	1	0	0	3	6	0
Algonac	0	4	1	1	2	0	0	0	3	2
Totals	253	253	33	184	150	16	81	418	333	59
ENGINE DEPARTMENT										
New York	14	14	1	10	9	0	2	29	23	3
Philadelphia	5	1	0	0	5	1	2	6	3	0
Baltimore	8	9	0	6	7	0	3	4	13	0
Norfolk	6	9	0	4	8	1	1	11	14	1
Mobile	7	4	0	9	1	0	0	8	10	0
New Orleans	16	12	1	14	5	1	4	16	27	2
Jacksonville	8	19	0	14	17	0	5	18	24	0
San Francisco	12	12	0	8	5	0	0	19	24	0
Wilmington	9	9	4	5	3	1	3	15	16	5
Seattle	12	14	0	14	9	0	13	22	21	0
Puerto Rico	7	4	2	8	2	0	1	6	7	2
Honolulu	4	19	10	4	16	2	7	4	16	9
Houston	12	19	4	8	7	0	2	20	31	10
St. Louis	1	4	0	0	2	1	0	2	4	0
Piney Point	3	5	0	1	1	0	0	3	6	0
Algonac	0	0	0	1	0	0	0	0	0	0
Totals	124	154	22	106	97	7	43	183	239	32
STEWARD DEPARTMENT										
New York	18	11	0	10	3	0	1	29	18	0
Philadelphia	1	1	1	1	0	0	0	1	2	2
Baltimore	4	0	0	0	1	0	0	0	0	0
Norfolk	7	5	2	5	5	1	0	8	12	3
Mobile	10	5	0	6	2	0	0	14	7	1
New Orleans	5	9	2	5	7	1	3	13	15	3
Jacksonville	16	6	3	13	3	2	6	21	10	1
San Francisco	38	12	2	24	5	0	7	50	18	2
Wilmington	14	3	1	13	0	0	4	21	8	4
Seattle	23	5	0	20	1	0	6	36	8	0
Puerto Rico	6	4	0	5	3	0	1	7	4	0
Honolulu	7	7	7	5	7	3	24	17	14	13
Houston	10	7	3	6	3	1	5	13	10	2
St. Louis	2	0	1	2	0	0	0	0	0	1
Piney Point	5	3	0	1	0	0	1	7	4	0
Algonac	0	0	0	0	1	0	0	0	0	0
Totals	166	78	22	120	41	8	61	240	131	32
ENTRY DEPARTMENT										
New York	12	31	3	6	17	1	0	19	60	15
Philadelphia	0	3	2	1	1	0	0	1	3	2
Baltimore	1	4	3	1	5	3	0	0	1	1
Norfolk	2	14	10	1	10	4	0	3	24	21
Mobile	0	12	0	1	7	0	0	0	20	1
New Orleans	5	18	8	5	11	1	0	9	27	20
Jacksonville	3	17	10	2	5	2	0	5	32	15
San Francisco	9	22	2	3	6	0	0	22	44	11
Wilmington	4	16	5	3	8	1	0	10	29	11
Seattle	11	26	4	7	9	0	0	13	30	6
Puerto Rico	6	10	3	3	2	0	0	9	11	7
Honolulu	3	43	63	3	25	50	0	9	60	95
Houston	1	13	2	2	7	1	0	3	21	5
St. Louis	0	2	0	0	0	0	0	0	4	1
Piney Point	1	40	3	0	18	0	0	1	3	2
Algonac	0	0	1	0	0	0	0	0	1	1
Totals	54	185	119	32	168	111	0	104	340	200
Totals All Departments	601	756	196	448	419	94	185	945	1104	339

* "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.

April & May 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**
Monday: April 8, May 6
- New York**
Tuesday: April 9, May 7
- Philadelphia**
Wednesday: April 10, May 8
- Baltimore**
Thursday: April 11, May 9
- Norfolk**
Thursday: April 11, May 9
- Jacksonville**
Thursday: April 11, May 9
- Algonac**
Friday: April 12, May 10
- Houston**
Monday: April 15, May 13
- New Orleans**
Tuesday: April 16, May 14
- Mobile**
Wednesday: April 17, May 15
- San Francisco**
Thursday: April 18, May 16
- Wilmington**
Monday: April 22, May 20
- Seattle**
Friday: April 26, May 24
- San Juan**
Thursday: April 11, May 9
- St. Louis**
Friday: April 19, May 17
- Honolulu**
Friday: April 19, May 17
- Duluth**
Wednesday: April 17, May 15
- Jersey City**
Wednesday: April 24, May 22
- New Bedford**
Tuesday: April 23, May 21

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

Personals

LESLIE COVERT

Your niece, Donna Rogers, is trying to locate you. Please write her at 11612 11th Place West, Everett, WA 98204; or telephone (206) 347-8650.

GEORGE HENRY HANDS

Anyone with information on George Henry Hands, who sailed in the galley aboard tankers from Philadelphia in the late 1940s and early 1950s, please contact his son, Donald Hands, at P.O. Box 604, Kittery, ME 03904-0604; or telephone (207) 439-9302.

FRANCIS P. McINTYRE

Please contact Francis P. McIntyre Jr. at 17200 New Hope Street, Apt. 222-A, Fountain Valley, CA 92708; or telephone (714) 435-1014.

EFRAIM SANTANA MENDOZA

Please contact your daughter, Arlene Santana, at Edificio 42, Apt. D, Bayamon Country Club, Bayamon, PR 00957; or telephone (809) 279-1721.

CLYDE WITT

Anyone with any information concerning former merchant mariner Clyde Witt, please contact Pam Davenport at (864) 877-6148.

JAY SETZER

Please contact Kelly Hajek at 7301 187th Dr., Southeast Snohomish, WA 98290; or telephone (360) 568-4282.

CHRISTIAN, AB ON THE LONG LINES IN '83

Please contact George Raubenstine at 941 Horners Lane, Baltimore, MD 21205; or telephone (410) 488-1314.

RAUL WOLFE

Please contact August Branna, an old Army buddy from Alaska, at 1112 Springfield Ave., Mountinside, NJ 07092; or telephone (908) 654-1999.

**Seafarers International
Union Directory**

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

HEADQUARTERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division
(415) 861-3400

SANTURCE
1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(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

JANUARY 16 — FEBRUARY 15, 1996

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	21	1	0	4	1	0	38	5
Algonac	0	10	0	0	3	0	0	14	1
Algonac	0	5	0	0	2	0	0	6	0
Algonac	0	22	4	0	0	0	0	42	11
Totals All Departments	0	58	5	0	9	1	0	100	17

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

Dispatchers' Report for Inland Waters

JANUARY 16 — FEBRUARY 15, 1996

*TOTAL REGISTERED All Groups **REGISTERED ON BEACH All Groups

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	4	0	0	5	0	0	13	2	0
Gulf Coast	1	2	3	0	2	1	4	5	12
Lakes & Inland Waters	46	8	0	6	0	0	41	16	0
West Coast	3	1	7	21	2	2	9	3	28
Totals	54	11	10	32	4	3	67	26	40
Region	DECK DEPARTMENT								
Atlantic Coast	3	0	0	1	0	0	2	1	1
Gulf Coast	0	0	0	1	1	1	1	1	4
Lakes & Inland Waters	16	1	0	0	0	0	13	6	0
West Coast	0	0	0	1	0	0	0	0	1
Totals	19	1	0	3	1	1	16	8	6
Region	ENGINE DEPARTMENT								
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	4	1	0	1	1	0	7
Lakes & Inland Waters	11	0	0	0	0	0	9	4	0
West Coast	1	0	5	0	0	4	1	0	15
Totals	13	0	9	1	0	5	13	4	22
Totals All Departments	84	12	19	36	5	9	94	38	68

* "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.

Are You Missing Important Mail?

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

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

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

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

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

If you have moved recently or feel

If you are getting more than one

HOME ADDRESS FORM (PLEASE PRINT) 3/96

Name _____

Phone No. () _____

Address _____

Social Security No. _____ / _____ / _____ Book No. _____

Active SIU Pensioner Other _____

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

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.

OVERSEAS OHIO (Maritime Overseas), December 27—Chairman Carrol Heick, Secretary Earl Gray, Educational Director Brett Lammers, Deck Delegate John Emrich, Engine Delegate George Caragunopolos, Steward Delegate Eugene Diego. Chairman noted ship shifting to port of Long Beach, Calif. from El Segundo, Calif. Bosun held safety meeting and gave short lecture on union history. Secretary advised crew on importance of supporting union, political action and upgrading at Lundeberg School. Educational director discussed importance of backing elected officials on Capitol Hill who support maritime issues. He asked crewmembers to donate to SPAD and upgrade skills at Paul Hall Center as often as possible. No beefs or disputed OT reported. Chairman noted union news and correspondence posted on bulletin board. He urged members to read President Michael Sacco's report in the *Seafarers LOG* every month. Crewmembers discussed upcoming contract negotiations. Crew extended special vote of thanks to galley gang for superb job preparing and serving Christmas meals. Crew also thanked steward department for festive decorations and Captain T.J. Moore for fresh pineapples, nuts and fruit cakes. Crew extended wishes for a healthy and prosperous new year to all SIU members sailing the world's seas. Next port: Honolulu.

SEA-LAND PERFORMANCE (Sea-Land Service), December 31—Chairman Russ Barrack, Secretary Edward Collins, Educational Director Robert Torgensen, Deck Delegate Donovan E. Christie, Engine Delegate Gregorio Blanco, Steward Delegate William Knorr. Chairman announced U.S.

Shipshape



Wiper Mostafa Mostafa, who sails from the port of Jacksonville, completes an assignment aboard the *USNS Capella* when that vessel recently docked in Baltimore.

Coast Guard inspection upon arrival in port of Elizabeth, N.J. and advised all crewmembers to be present. He thanked crew for safe and pleasant voyage. Secretary urged members to donate to SPAD. Educational director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

GLOBAL LINK (Transoceanic Cable), January 25—Chairman Roger J. Reinke, Secretary Brandon Maeda, Educational Director Thomas Betz, Deck Delegate Joseph Cosentino, Engine Delegate Melvin Gratson Sr., Steward Delegate Benjamin Mathews. Chairman announced payoff upon arrival in Baltimore on February 2. He asked all SIU members to participate in union elections this fall. Secretary noted shipboard meeting attended by Baltimore union representative Dennis Metz who urged all crewmembers to write members of Congress to support the maritime revitalization program. He added that Metz informed crew that an active writing campaign may help secure future of maritime industry. Educational director discussed importance of Lundeberg School and noted the facility not only provides SIU members with an education but also is excellent vacation location for members and families.

Treasurer thanked engine and deck departments for help in repairing several galley devices. No beefs or disputed OT reported. Chairman noted 1996 holiday schedule posted in crew area. Chairman discussed massive layoffs at AT&T and noted there will be no changes to current manning scale as a result. Crew asked for TV repairs to improve reception in crew lounge. Crew requested coffee machine be relocated to service pantry. Bosun Reinke thanked galley gang for job well done. Crew noted the "Blizzard of '96" dropped 33 inches of snow on port of Baltimore and surrounding areas bringing a halt to normal daily activities on land. However, crewmembers aboard the *Global Link* were hard at work through it all.

KAUAI (Matson Navigation), January 24—Secretary Dorothy Carter, Steward Delegate Elena Curley. Secretary encouraged members to upgrade at Piney Point and write members of Congress to ask them to help support U.S. merchant fleet. No beefs or disputed OT reported. Next port: Honolulu.

LIBERTY WAVE (Liberty Maritime), January 21—Chairman Neil Matthey, Secretary W. Manuel, Educational Director C. Kirksey. No beefs or disputed OT reported. Crew thanked steward department for job well done. Bosun reminded crew to attend tanker operation/safety course at Paul Hall Center. He noted the class is one month long for deck and engine department members and two weeks for steward department members. Crew requested new washer and repairs to galley refrigerator.

LNG ARIES (ETC), January 23—Chairman Monte Pereira, Secretary Robert Brown, Educational Director Joseph J. Arnold,

Deck Delegate Louis Sorito, Engine Delegate Riley Donahue, Steward Delegate William Smalley. Chairman noted captain pleased with crew. Educational director urged members to upgrade skills at Piney Point whenever possible. Treasurer announced \$845 in ship's fund. No beefs or disputed OT reported. Crew discussed making crew lounge repairs while in shipyard. Bosun asked crew not to keep magazines from library in rooms for extended periods of time. Crew requested *Stars & Stripes* subscription and discussed getting rid of old books to make room for new ones. Crew extended vote of thanks for another outstanding job by galley gang members. Next port: Nagoya, Japan.

LNG GEMINI (ETC), January 22—Chairman R. Mohamad, Secretary Dana Cunningham, Educational Director John Orr, Engine Delegate Kevin Conklin, Steward Delegate Judi Chester. Secretary asked crewmembers to close doors quietly while others are sleeping. Educational director advised those with enough time to upgrade at Lundeberg School. Treasurer reported \$2,000 in ship's fund and \$350 in crew's fund. No beefs or disputed OT reported. Crew asked for new nets for ship's pool and dictionary for lounge. Entire crew thanked steward department for New Year's Day meal. Next port: Osaka, Japan.

NEDLLOYD HOLLAND (Sea-Land Service), January 14—Chairman Benedict Veiner, Secretary Norman Evans, Educational Director Robert Hamil, Deck Delegate Wayne Driggers, Steward Delegate Robert Lang. Chairman announced estimated date of arrival in port of Boston. He asked all crewmembers to donate to SPAD. He noted shipboard safety meetings help members prevent accidents. He advised members to attend tanker operation/safety course at Paul Hall Center. Crew thanked steward department for job well done. Bosun asked crew to help keep laundry room clean. Next port: Boston.

NEWARK BAY (Sea-Land Service), January 8—Chairman Calvin James, Secretary Alphonso Holland, Educational Director Michael Ladulce. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed upcoming contract negotiations. Crew thanked galley gang for job well done.

OMI PLATTE (OMI), January 28—Chairman Carlos Spina, Secretary William Winters Jr., Deck Delegate Kenneth Gilson, Engine Delegate Bennie Drumgoole, Steward Delegate Ahmed Algazzali. Chairman reported ship scheduled to arrive in port of New Orleans and commended crew for excellent shipboard atmosphere. Steward delegate reported disputed OT. No beefs or disputed OT reported by engine or deck delegates. Crew discussed new tankerman endorsement required by U.S. Coast Guard. Crew thanked steward department and noted ship's mooring lines need to be replaced.

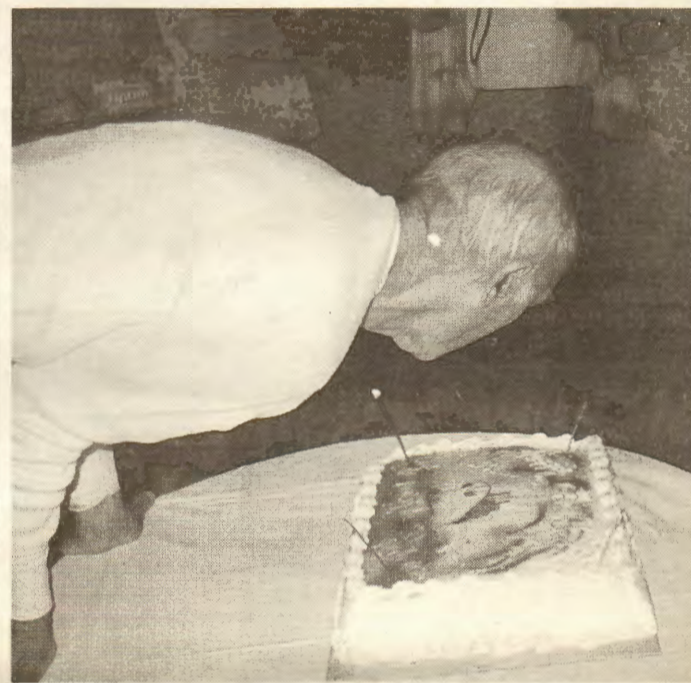
OOCL INNOVATION (Sea-Land Service), January 21—Chairman Don Filoni, Secretary Robert Seim, Educational Director Randolph Tannis. Crew asked for new washing machine, TV and VCR. Crew discussed creating shipboard movie fund. No beefs or disputed OT reported. Entire crew extended special vote of thanks to galley gang for great meals and tidy ship. Steward department thanked engine and deck department members for prompt repairs and teamwork. Next port: Charleston, S.C.

OVERSEAS OHIO (Maritime Overseas), January 8—Chairman Carrol Heick, Secretary Cassie Tourere, Educational Director Joseph Perry, Deck Delegate John Emrich. Crew discussed shift of ship to port of Long Beach, Calif. Crew discussed launch service schedule and requested it be 20 minutes after arrival in port so all crewmembers get chance to go home. Secretary advised crew to be extra careful while working in snow and ice on deck. Educational director advised members to upgrade at Piney Point and to keep informed on maritime legislative issues. He advised crew to check Lundeberg School upgrading schedule for classes being offered in 1996. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegates. Next port: Valdez, Alaska.

21—Chairman James Martin, Secretary Lovell McElroy, Educational Director Steve Erdell, Deck Delegate Wayne Casey, Engine Delegate Jaime Landeira, Steward Delegate Michael Pooler. Educational director encouraged members to upgrade at Lundeberg School as often as possible. Treasurer reported \$530 in ship's fund. No beefs or disputed OT reported. Chairman asked QMEDs to check washer and dryer. Crew requested contracts department to look into raise in overtime rates in next contract. Next port: Houston.

ROBERT E. LEE (Waterman Steamship), January 28—Chairman William Penney Jr., Secretary Danny Brown, Educational Director Joseph Burkette, Deck Delegate Michael Stein, Engine Delegate Troy Fleming,

Best Wishes for a Happy 80th!



Seafarers aboard the *Sea-Land Endurance* helped Bosun Chris Christenson celebrate his 80th birthday in style—complete with a decorated cake containing four candles—one for each 20 years.

SEA-LAND PATRIOT (Sea-Land Service), January 20—Chairman Robert Garcia, Secretary Paul Lopez, Educational Director Robert Blackwell, Deck Delegate Richard Fleming, Engine Delegate Richard Surrick, Steward Delegate Dennis Skretta. Chairman announced more than 400 Seafarers completed tanker operation/safety course at Paul Hall Center in 1995. He noted that as of a January 1, 1996 change in the shipping rules, a person with certificate of completion from the tanker operation/safety class has priority over another member who has not taken the course, all other things being equal. Secretary reported Alaskan oil bill allowing export of Alaskan North Slope oil aboard U.S.-crewed, -flagged tankers has been passed and signed by President Clinton. He noted the Senate vote was 69-29 and the House 289-134. He commended crewmembers for sending letters encouraging senators and representatives to vote for the bill. Educational director posted Lundeberg School's class schedule in crew lounge. He stressed importance of upgrading. No beefs or disputed OT reported by deck or steward delegates. Engine delegate asked contracts department to clarify off-time policy for electrician. Bosun reminded crewmembers to clean after themselves and turn coffee pot off when empty. Crew gave vote of thanks to galley gang for good meals. Chairman thanked entire crew for smooth voyage with everyone helping one another. Crew reported irregular mail service aboard ship. Next port: Long Beach, Calif.

RICHARD G. MATTHIENEN (Ocean Shipholding, Inc.), January

Steward Delegate Romalies Jones. Chairman noted payoff upon arrival in New Orleans. Secretary advised crew to donate to SPAD. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman thanked crew for good voyage and steward department for excellent food and service. Crewmembers observed moment of silence for departed SIU members.

ROVER (OMI), January 21—Chairman Henry Jones, Secretary Ernest Harris, Educational Director Richard Parker, Deck Delegate Rodney Pence, Engine Delegate Harry Foster, Steward Delegate Joseph Ruffin. Chairman noted port where ship will offload cargo is unknown. Educational director advised crew to attend Paul Hall Center's tanker operation/safety course as soon as possible. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND DISCOVERY (Sea-Land Service), January 14—Chairman Amadd Abaniel, Secretary Adrian Delaney, Educational Director Bozidar Balic, Deck Delegate Larry Lee, Engine Delegate Julio Reyes. Chairman discussed importance of SPAD donations to aid fight to preserve U.S. merchant fleet. He reminded crew to enroll in tanker operation/safety course at Piney Point. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Chairman advised crew to read *Seafarers LOG* regularly. Crew requested radio for crew lounge.

Continued on page 16

**SUMMARY ANNUAL REPORT
FOR SEAFARERS VACATION FUND**

This is a summary of the annual report of the Seafarers Vacation Fund EIN 13-5602047, Plan No. 503, for the period January 1, 1993 through December 31, 1993. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The trust has committed itself to pay claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$7,914,933 as of December 31, 1993, compared to \$4,880,007 as of January 1, 1993. During the plan year, the plan experienced an increase in its net assets of \$3,034,926. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$40,107,938, including employer contributions of \$39,616,716, realized losses of \$46,816 from the sale of assets, and earnings from investments of \$538,038.

Plan expenses were \$37,073,012. These expenses included \$4,712,989 in administrative expenses, \$30,061,066 in benefits paid to participants and beneficiaries, and \$2,298,957 in other expenses (payroll taxes on vacation benefits).

Your Rights to Additional Information

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

1. An accountant's report,
2. Assets held for investment,
3. Transactions in excess of 5% of plan assets, and
4. Service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Lou Delma, who is the plan administrator of the Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.80 for the full annual report or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Spring, MD 20746), and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor (DOL) upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N5507, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20216.

Ships Digest

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SEA-LAND ENTERPRISE (Sea-Land Service), January 25—Chairman **Hayden Gifford**, Secretary **Julio Roman Jr.**, Educational Director **Ray Chapman**, Deck Delegate **Robert Schindler**. Chairman thanked crew for job well done while in shipyard. Educational director discussed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Bosun reminded crew to write overtime on time sheets. Crew thanked steward department for job well done while in shipyard. Next port: Tacoma, Wash.

SEA-LAND EXPLORER (Sea-Land Service), January 21—Chairman **Jack Kingsley**, Secretary **William Burdette**, Educational Director **Guy Polard-Lowsley**, Deck Delegate **James C. Henry**, Engine Delegate **Julio Paminiano**, Steward Delegate **George Lee**. Chairman noted ship scheduled to arrive on time in port of Long Beach, Calif. He reported ship will stay in port for four days before beginning 35-day sailing schedule. No beefs or disputed OT reported. Crew noted *Seafarers LOGs* received and distributed. Crew thanked galley gang for very nice holiday menus.

SEA-LAND LIBERATOR (Sea-Land Service), January 7—Chairman **Robert Pagan**, Educational Director **G. Thomas**, Educational Director **A.B. Francis**, Deck

Delegate **Edward O'Brien**, Engine Delegate **Jan Haidir**, Steward Delegate **M. Abuan**. Crew commended entire *Liberator* crew. He asked crewmembers to dispose of personal trash properly and report all beefs to department delegate, bosun or union representative. Secretary thanked galley gang for job well done. Educational director stressed importance of Piney Point education. Treasurer announced \$442 in ship's movie fund and asked crewmembers to rewind and return all videotapes to movie locker on fifth deck. No beefs or disputed OT reported. Bosun stressed importance of keeping movie locker secured while in port.

SEA-LAND PACIFIC (Sea-Land Service), January 15—Chairman **Lothar Reck**, Secretary **George Bronson**, Educational Director **Henry Paquin**, Deck Delegate **Theodore Doi**, Engine Delegate **Thadpeus Pisarek**, Steward Delegate **Pat Conlon**. Chairman asked crew to help keep laundry room orderly and clean cabins and replace linens before signing off ship. He advised crew to support SPAD through donations. Bosun also reminded crew to check with immigration, customs and patrolman upon arrival in port. Educational director reminded crewmembers of upgrading opportunities available in Piney Point, Md. Steward noted new microwave will be brought on board in Tacoma, Wash. or Oakland, Calif. Treasurer announced \$530 in ship's fund. No beefs or disputed OT reported. Crew thanked galley

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.

gang for job well done. Bosun advised crew showers should remain clean at all times. He also asked crew to keep shoes off rail in passageway. Next port: Tacoma.

SEA-LAND TACOMA (Sea-Land Service), January 17—Chairman **Ray Nowak**, Secretary **Harry Lively**, Educational Director **George Ackley**, Deck Delegate **Steven Baker**, Engine Delegate **Randall Firestine**, Steward Delegate **Reynaldo Telmo**. Chairman advised crew of payoff. Crew requested patrolman meet ship in Tacoma, Wash. to discuss disputed holiday OT. Crew asked contracts department for clarification of medical benefits. Treasurer reported \$1,007 in ship's fund. Deck, engine and steward delegates reported disputed OT. No beefs reported.

SEA-LAND TRADER (Sea-Land Service), January 8—Chairman **Loren Watson**, Secretary **Kevin Dougherty**, Educational Director **Milton Sabin**, Deck

Delegate **Russell Caruthers**, Engine Delegate **Brent Johnson**, Steward Delegate **Kenneth Clark**. Treasurer reported \$2,000 in ship's fund. No beefs or disputed OT. Crew noted holiday greetings received from Sea-Land. Crew requested contracts department look into retirement options for members in next contract. Crew requested separate washing machine for work clothes. Next port: Tacoma, Wash.

WILLAMETTE (Kirby Tankships), January 1—Chairman **Billy Hill**, Secretary **Oscar Angeles**, Educational Director **Joe Spell**, Deck Delegate **Lester Pace**, Engine Delegate **George Vitello**, Steward Delegate **Juan Gonzalez**. Chairman noted next port will be Long Beach, Calif. Bosun reported captain posted new environmental safety policy in crew lounge. He added the Kirby Tankships, Inc. safety book is also in lounge and reminded crew to dispose of plastic products properly. Educational

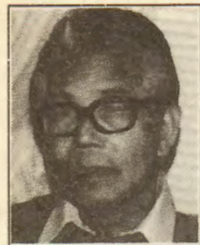
director advised crew to check z-card expiration date. Engine delegate reported disputed OT. No beefs or disputed OT reported by steward or deck delegates. Crew requested new couch for crew lounge. Crew thanked galley gang for job very well done and especially for Thanksgiving meal. Next port: Long Beach, Calif.

WILLAMETTE (Kirby Tankships), January 28—Chairman **Billy Hill**, Secretary **Oscar Angeles**, Educational Director **Joe Spell**, Deck Delegate **Lester Pace**, Steward Delegate **Juan Gonzalez**. Chairman encouraged crew to read Kirby Tankships, Inc. safety book and ask questions. Educational director urged crew to upgrade and take tanker-man operation/safety course at Paul Hall Center as soon as possible. No beefs or disputed OT reported. Crewmembers noted they are looking forward to new couch for lounge. Crew commended steward department for very good job preparing fine meals. Next port: Long Beach, Calif.

Final Departures

DEEP SEA

MANUEL D. BAÑAGA



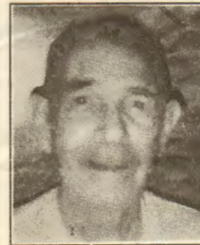
Pensioner Manuel D. Bañaga, 75, passed away July 18, 1994. Born in the Philippines, he began his career with the Seafarers in 1952 in the port of San Francisco. Brother Bañaga sailed as a member of the deck department. A World War II veteran, he served in the U.S. Army from 1941 to 1947. Brother Bañaga began receiving his pension in July 1976.

LOUIS E. BARCH



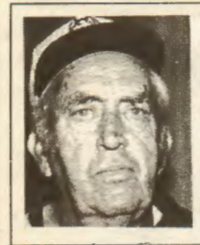
Pensioner Louis E. Barch, 84, died January 21. A native of Illinois, he joined the Seafarers in 1940 in the port of Philadelphia. Brother Barch sailed as a member of the deck department. From 1928 to 1929, he served in the U.S. Army. Brother Barch retired in July 1973.

MORRIS BERLOWITZ



Pensioner Morris Berlowitz, 83, passed away January 23. Brother Berlowitz started his career with the SIU in 1947 in the port of New York. The Maryland native sailed in the steward department. He began receiving his pension in October 1977.

RUSSELL N. BOYETT



Pensioner Russell N. Boyett, 74, died January 26. Born in Texas, he began his career with the Seafarers in 1944 in the port of New Orleans. Brother Boyett sailed as a member of the deck department. He retired in April 1976.

JAMES A. 'TIP' BROADUS



Pensioner James A. "Tip" Broadus, 75, passed away November 15, 1995. He began sailing with the SIU in 1946 in the port of Galveston, Texas. The Alabama native shipped in the steward department. Brother Broadus began receiving his pension in December 1985.

NICHOLAS CABA HUG



Pensioner Nicholas Cabahug, 84, died January 8. Brother Cabahug joined the Seafarers in 1946 in the port of Nor-

folk, Va. Born in the Philippines, Brother Cabahug sailed in the steward department. He retired in June 1977.

VICTOR M. CARBONE



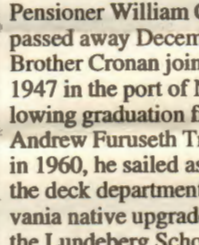
Pensioner Victor M. Carbone, 81, passed away January 30. A native of Puerto Rico, he joined the SIU as a charter member in 1938 in the port of New York. Brother Carbone sailed as a member of the deck department and completed the bosun recertification course in 1974 at the Lundeberg School in Piney Point, Md. During World War II, he served in the U.S. Army from 1943 to 1946. Brother Carbone began receiving his pension in September 1982.

GUIESPPE V. CROCCO



Guiesppe V. Crocco, 64, died January 18. Born in California, he began sailing with the Seafarers in 1968 from the port of San Francisco. A member of the deck department, Brother Crocco upgraded at the Lundeberg School. From 1950 to 1954, he served in the U.S. Army.

WILLIAM CRONAN



Pensioner William Cronan, 71, passed away December 4, 1995. Brother Cronan joined the SIU in 1947 in the port of New York. Following graduation from the Andrew Furuseth Training School in 1960, he sailed as a member of the deck department. The Pennsylvania native upgraded frequently at the Lundeberg School and completed the bosun recertification course there in 1983. Brother Cronan began receiving his pension in June 1995.

JEWELL T. DEARING



Pensioner Jewell T. Dearing, 67, died January 16. He started his career with the Seafarers in 1954 in the port of Galveston, Texas. The Virginia native sailed as a member of the deck department. A World War II veteran, he served in the U.S. Navy from 1943 to 1946. Brother Dearing retired in December 1991.

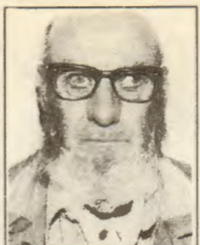
GUILLERMO DeJESUS



Pensioner Guillermo DeJesus, 73, passed away December 30, 1995. A native of Puerto Rico, he began sailing with the SIU in 1944 from the port of New York. Brother DeJesus shipped as a member of the steward department. He began receiving his pension in December 1969.

WILLIAM A. DeLAPPE

Pensioner William A. DeLappe, 74, died December 31, 1995. Born



GIL C. EBON



Pensioner Gil C. Ebon, 79, passed away December 11, 1995. Brother Ebon started his career with the SIU in 1948 in the port of New York. Brother Ebon last sailed as a chief cook and began receiving his pension in May 1985.

WAYNE M. EVANS

Pensioner Wayne M. Evans, 73, died January 9. He began sailing with the Seafarers in 1966 from the port of San Francisco. The Texas native shipped in the steward department. A World War II veteran, he served in the U.S. Army from 1943 to 1946. Brother Evans retired in September 1987.

JOSE A. FABIANI



Pensioner Jose A. Fabiani, 70, passed away January 10. Brother Fabiani graduated from the Marine Cooks and Stewards (MC&S) Training School in Santa Rosa, Calif. in 1960. He joined the union in the port of San Francisco, before it merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Ecuador, Brother Fabiani became a U.S. citizen and resident of California. He began receiving his pension in February 1986.

BERNARD FEELY



Pensioner Bernard Feely, 78, died January 19. Born in Ireland, Brother Feely started his career with the Seafarers in 1949 in the port of New York. He last sailed as a chief cook. A resident of Florida, Brother Feely retired in October 1975.

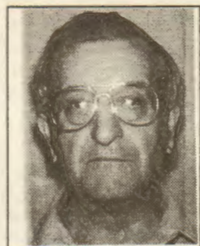
JOHN P. FLETCHER



Pensioner John P. Fletcher, 76, passed away October 27, 1995. A native of Wisconsin, he began shipping with the SIU in 1954 from the port of Duluth, Minn. Sailing last as a bosun, Brother Fletcher began his seafaring career aboard Great Lakes vessels and later transferred to the deep sea division. As a World War II veteran, he served in the U.S. Army from 1941 to 1945. The deck department member lived

in Florida and began receiving his pension in February 1986.

GEORGE FRAZZA



Pensioner George Frazza, 75, died January 10. Born in Massachusetts, he joined the Seafarers in 1968 in the port of San Francisco. Brother Frazza sailed as a member of the steward department. During World War II, he served in the U.S. Army from 1942 to 1946. Brother Frazza, who resided in Massachusetts, retired in August 1986.

TRINIDAD GARCIA



Pensioner Trinidad Garcia, 69, passed away October 14, 1995. Brother Garcia started his career with the SIU in 1955 in the port of Houston. He sailed in the engine department. From 1944 to 1946, he served in the U.S. Navy. Brother Garcia lived in Texas and began receiving his pension in February 1991.

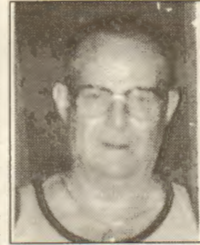
ROBERT L. GLENN



Pensioner Robert L. Glenn, 82, died January 6. Born in Texas, he joined the Seafarers in 1967 in the port of San Francisco. Brother Glenn sailed as a member of the steward department. A veteran of World War II, he served in the U.S. Army from 1943 to 1946. Brother Glenn resided in Texas and retired in June 1982.

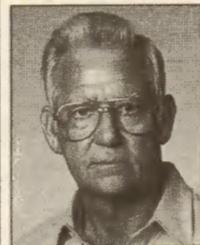
INLAND

CHARLES W. DEAN



Pensioner Charles W. Dean, 82, died January 1. A native of Maryland, he started his career with the Seafarers in 1956 in the port of Baltimore. Sailing in the deck department, Boatman Dean last sailed as a tugboat captain. He resided in Maryland and began receiving his pension in August 1975.

MARION DORGAN



Pensioner Marion Dorgan, 73, passed away December 6, 1995. Born in Alabama, he joined the SIU in 1956 in the port of Mobile, Ala. As a member of the deck department, he started out as a deckhand and worked his way up to a captain. Boatman Dorgan retired to his home state of Alabama in January 1986.

LARRY M. EVANS



Larry M. Evans, 41, died January 17. He began sailing with the Seafarers in 1983 from the port of Norfolk, Va. The Virginia native sailed in both the deck and engine departments, last sailing in the deck department.

WALTER A. GLISSON



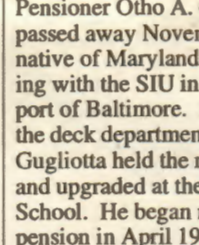
Pensioner Walter A. Glisson, 82, passed away January 4. Born in Florida, he started his career with the SIU in 1970 in the port of Norfolk, Va. Boatman Glisson sailed as a member of the steward department and began receiving his pension in March 1982.

JAMES A. GODWIN



Pensioner James A. Godwin, 87, died December 25, 1995. Boatman Godwin joined the Seafarers in 1956 in the port of Mobile, Ala. The Alabama native sailed as a member of the deck department and in October 1973 he retired to the state of his birth.

OTHO A. GUGLIOTTA



Pensioner Otho A. Gugliotta, 68, passed away November 7, 1995. A native of Maryland, he began sailing with the SIU in 1956 from the port of Baltimore. As a member of the deck department, Boatman Gugliotta held the rating of captain and upgraded at the Lundeberg School. He began receiving his pension in April 1988.

GREAT LAKES

TOIVO "ANDY" BLOMFELT



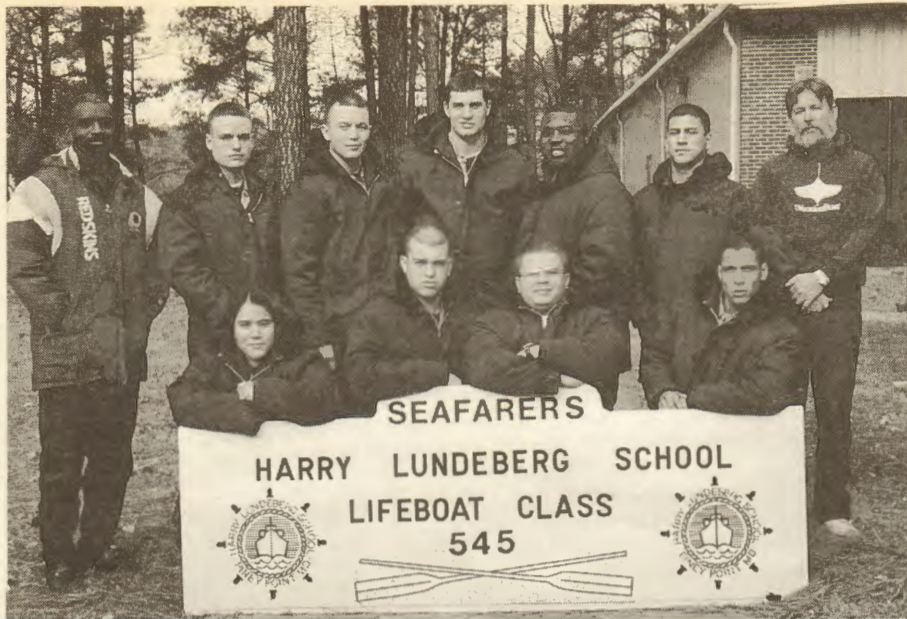
Pensioner Toivo "Andy" Blomfelt, 87, died December 23, 1995. The Minnesota native started his career with the SIU in 1961 in the port of Detroit. Brother Blomfelt sailed as a member of the engine department and started receiving his pension in May 1972.

HARLAND E. FITZPATRICK



Pensioner Harland E. Fitzpatrick, 66, passed away December 27, 1995. Born in Ohio, he joined the Seafarers in 1967 in the port of Detroit. Brother Fitzpatrick sailed in both the engine and deck departments, last sailing as an assistant engineer. A resident of Ohio, Brother Fitzpatrick retired in July 1991.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 545—Graduating from trainee lifeboat class 545 on December 6 are (from left, kneeling) Carolina Rodriguez, Danny Silva, Chris Guglielmi, Desmond Torres (standing) B.J. Baker (instructor), Ran Berthelot, Adam Hopkins, Benjamin Wilson, LaMarcus Adrice, Timothy Valderrama and Jeff Swanson (instructor).



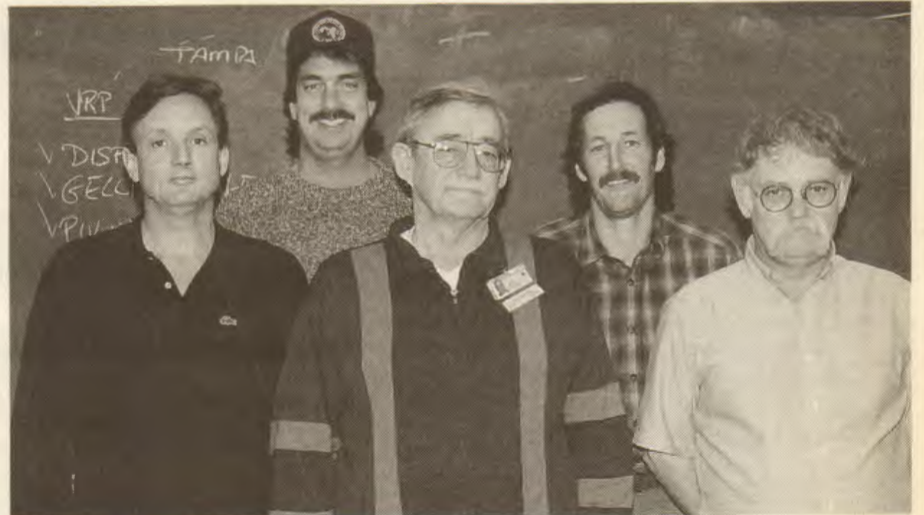
Oil Spill Containment—Completing the Paul Hall Center's 40-hour oil spill recovery and containment course on December 13 are (kneeling, from left) LaRon James, William L. Coston IV, Linn E. Bostick II, Jonathan E. Driggers, (first standing row) Derek Coriary, Johnny Robbins, Harold Demarest, Robert Carroll, Walter Cambeis, (back row) Henry Gamp, Raymond McKnight, Jr., Jason Garrson and Casey Taylor (instructor).



Tanker Operation/Safety—Designed for members who sail on tankers, this course provides instruction to prevent potential problems aboard the ships. Seafarers completing the tanker operation/safety course on January 18 included those pictured here (sitting, from left, first row): Cliff Evans, Bob Carle (instructor), Kenneth Bidle, Ramon Castro, Gilbert Tedder (kneeling, second row) Alexiel Frederick, Kadir P. Amat, Nathaniel Gateu, Gavino A. Octaviano, German Rios, Gerry A. Gianan, Nick Keklikos, Jason J. Bonfont, Jorge Bonelli (third row) Vince Pingitore (instructor), Bruce Smith, Lydell Grant, Kevin Combs, Heriberto Cortes, Obencio Espinoza, John Dacuag, Daren Nash, Mustafa Osman, Hadwan Mohamed, Jose Bermudez, Steve Fabritsis (fourth row) B. McNeal, Calvin Patterson, Charles E. Gordon III, Carlos R. Rodriguez, Mark Billiot, Allen Scott, Dan Kresconko (fifth row) Mariano Lopez, Mark Roman, Cleofe B. Castro, John Yates (sixth row) Luis A. Lopez, Scott Costello, Allan F. Campbell, Branko Misura, Thomas Gagnon (back row) Matthew C. Knudsen, Lonnie I. Carter, Walter Harris, Eron Hall and Ray Jones.



Inland AB—The eight Seafarers who completed the inland AB class on December 6 are (kneeling, from left) David Tharp, Tom Gilliland (instructor), (middle row) Karl Bergman, Grant M. Hult, Don MacDonald, Dennis Fitzpatrick (back row) Russell Dean, Larry Skowronek and Charlie Schopp.



Penn Maritime Oil Spill Containment Class—SIU members employed by Penn Maritime who completed a special oil spill recovery and containment course on January 18 are (front row, from left) Kevin Brady, John Bristow, Casey Taylor (instructor), (back row) Glen Wactor and Don Douglas.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between April and September 1996 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve 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	April 29	June 28
Bridge Management	May 6 August 19	May 17 August 30
Limited License/License Prep.	July 1	August 9
Radar Observer/Unlimited	April 29 June 24 August 12 September 16	May 3 June 28 August 16 September 20
Lifeboatman	September 9	September 20
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	April 29	June 28
Refrigeration Systems - Maintenance & Operations	April 29	June 7
Diesel Engine Technology	August 12	September 20
Marine Electrical Maintenance I	July 15	August 23
Marine Electrical Maintenance II	August 26	October 4
Basic Electronics	April 22	May 17
Marine Electronics Technician I	June 3	July 12
Marine Electronics Technician II	July 15	August 23
Refrigeration Systems & Maintenance	April 29	June 7
Refrigerated Containers	June 10	July 5
Welding	July 15	August 9
Pumproom Maintenance	April 1 August 19	April 12 August 30
Power Plant Maintenance	May 20 September 9	June 28 October 18
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	April 1 April 29 May 27 June 24 July 22 August 19 September 16	April 26 May 24 June 21 July 19 August 16 September 13 October 11
Tankerman Recertification	August 19 September 16	August 30 September 27
Advanced Firefighting	April 29 September 30	May 10 October 11

Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	
DDE/License Prep	April 22	May 31

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	April 22 July 22	July 13 October 12
Adult Basic Education (ABE)	August 5	September 13
English as a Second Language (ESL)	April 1 September 2	May 10 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 _____

Address _____
(Last) (First) (Middle)

_____ (Street)

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

_____ (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 Lundeborg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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



SUMMARY ANNUAL REPORT

The summary of the annual report for the Seafarers Vacation Fund may be found on page 16 in this issue of the LOG.

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March 1996

Students Sample Shipboard Life Via Video

When students from Union Elementary School in Port-au-Prince, Haiti wrote to the SIU crewed *Sea-Land Integrity* inquiring about life at sea, they probably hoped for nothing more than a letter or two in return.

Instead, the schoolchildren experienced a visual tour of the vessel, thanks to the handiwork of AB Brad Haines, who used his off-time to shoot and edit a comprehensive, 35-minute videotape showing shipboard operations at sea and in port. Haines did on-camera interviews with crewmembers from the deck, engine and steward departments who answered questions posed by the students.

Along with the tape, Captain Alan G. Hinshaw sent a letter and charts to the school, which includes students from the

United States, Haiti, Chile and Senegal. Hinshaw also answered a number of questions and explained basic navigation. The students received the package sometime last month; *Integrity* crewmembers look forward to their response.

The correspondence is part of a program run by the Propeller Club of the United States in which classes "adopt" ships for part or all of a school year.

Chief Cook Robert Wilcox, who sent the photos accompanying this article to the *Seafarers LOG*, said the crew not only enjoyed pitching in to create the videotape, but also appreciated its timing. Taping took place

during the Christmas holidays.

"I think everybody was missing home during the holidays, so this was a nice diversion. Plus it was out of the ordinary, and the kids seemed genuinely interested in what takes place on the ship," noted Wilcox, who joined the union five years ago in Mobile, Ala.

The chief cook commended Haines for "a special effort" in shooting the tape, which featured every crewmember.

"Some of the topics covered were docking and working tugs, bridge operations, chipping and painting on deck, preparing meals, maintaining the engines and working cargo in port," Wil-

cox explained. "We also included a look at the lifeboats and a tour of the living quarters."

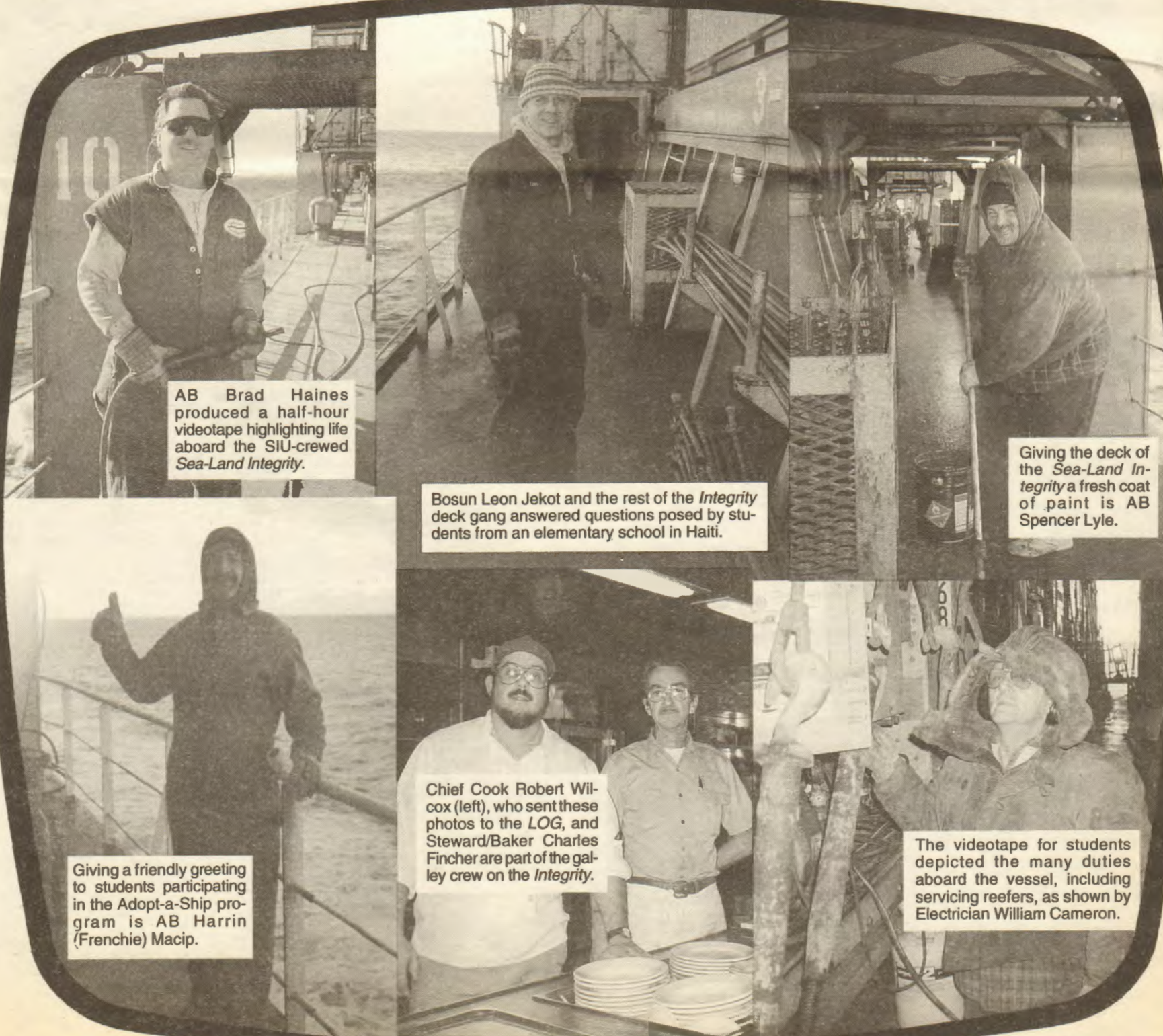
Crewmembers were so pleased with the tape that many made copies for their families. "Now, when friends and family ask us what it is like to be at sea, we have something to show them," said Wilcox, who next month will be upgrading in the Paul Hall Center's tanker operation/safety course. "I know from personal experience that they're very interested (in shipboard life), but whenever they see a ship, it's tied up or coming into port. They don't see what goes on aboard it."

Meanwhile, Captain Hin-

shaw wrote to the students about a number of topics, such as wind direction, navigation, latitude and longitude, and work schedules. He also praised Haines for his handiwork with a camera.

"Brad took this project to heart and with great enthusiasm got every crewmember to give a short talk about his position and a description of his duties," wrote Hinshaw. "I feel he managed to capture the essence of a life at sea and the men and women who take this on as a career."

The *Integrity* is at least the second SIU ship to take part in the Adopt-A-Ship program. In 1991 and 1992, the *Overseas Washington* corresponded with students from a parochial school near Pittsburgh.



AB Brad Haines produced a half-hour videotape highlighting life aboard the SIU crewed *Sea-Land Integrity*.

Bosun Leon Jekot and the rest of the *Integrity* deck gang answered questions posed by students from an elementary school in Haiti.

Giving the deck of the *Sea-Land Integrity* a fresh coat of paint is AB Spencer Lyle.

Giving a friendly greeting to students participating in the Adopt-a-Ship program is AB Harrin (Frenchie) Macip.

Chief Cook Robert Wilcox (left), who sent these photos to the *LOG*, and Steward/Baker Charles Fincher are part of the galley crew on the *Integrity*.

The videotape for students depicted the many duties aboard the vessel, including servicing reefers, as shown by Electrician William Cameron.