

SEAFARERS LOG



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16-Ship Fleet Votes SIU

CAROL GREGG
STATISTICAL SERVICES
116 STATE STREET
MANTON, VT 05764-1482

Oil spill crews go union. Page 3



Lindsey Williams

Lindsey Williams, SIU Pioneer, Dies at 79

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President's Report

Health Care Reform — Off to a Good Start

Insofar as America is concerned, health care looms large as a national crisis. Last month, President Clinton, who pledged to address the problem during his campaign, announced to Congress the broad principles of his administration's proposed national health care system. While more details of the Clinton plan can be found elsewhere in this edition of the *Seafarers LOG*, it should be noted that it is a program designed to counter the rampant and ravaging problems in medical care today—including lack of coverage for 37 million Americans and costs that keep mounting.



Michael Sacco

Fortunately, we in the Seafarers are among those in the United States who have health insurance. And while the last two decades have been economically difficult ones for our industry, the Seafarers medical plan has remained financially sound through prudent and wise management. This has allowed the Seafarers Welfare Plan to maintain comprehensive coverage for its participants.

Thus for Seafarers the health care crisis may not seem so immediate. The same can be said for the millions of union members who also have good health care benefits through their collective bargaining agreements with their employers. But the truth is all workers who enjoy medical care coverage have a deep stake in the current debate.

For one thing, the cost of providing health care to the uninsured has been put on the backs of the people who have coverage. It is the insured who end up paying higher costs as hospitals, doctors and for-profit insurance companies pass on the tab for taking care of Americans with little or no health insurance coverage.

Another effect of skyrocketing medical care costs is to put in danger the benefits of those who have health insurance. As costs escalate, health plans must look for ways to meet the bills. The result to the insured person is decreased coverage, increasing deductibles, co-pay systems, limited selection for service providers and other restrictions instituted for cost-control. Basically, out-of-control health care costs have provoked medical plans to look for ways to make cuts just in order to meet rising expenses.

Certainly unions are familiar with the squeeze on existing benefits. In recent years, 75 percent of all disputes arising in union contract talks came from health care-related issues. These days a strike is most likely to involve a difference over health care.

The SIU and all of American labor will be very carefully keeping track of the Clinton health care proposal as it moves through Congress as well as other legislative initiatives on the subject. The SIU, along with the AFL-CIO, will be generally working to ensure that any comprehensive health care system enacted into law is fair to all Americans, provides coverage to every American, spreads the expense of medical services evenly and equitably and contains costs. In particular, the trade union movement also will be working closely with the administration and members of Congress to make sure the high level of health care benefits and coverage which union members have won at the bargaining table is not reduced or subjected to a tax. American labor intends to push vigorously for swift action on this issue as the more time that goes by without a national health care system in place, the more existing benefits are jeopardized and the more people find themselves without adequate coverage.

As it stands now, the Clinton health care approach allows non-profit, multi-employer health insurance programs—such as the Seafarers Welfare Plan—the ability to continue to offer to their participants the full scope of comprehensive services in place under their plans. The Clinton administration proposal says these kind of plans can continue to give more in the way of benefits than what would be mandated by law. Additionally, spokesmen for the president have indicated that under the Clinton plan the benefits that go beyond the standard benefit package prescribed by the government will not result in adverse tax consequences to the participants of these plans or to companies which pay into multi-employer plans.

At first blush, there is much in the Clinton health care system plan the American labor movement can support. In the upcoming months, as Congress begins its full examination of the Clinton proposal, the SIU and all U.S. unions will be deeply involved in the debate. The SIU's goal, as always, will be first and foremost to see that the needs and interests of Seafarers and their families are met in any national health care plan that ultimately becomes the law of the land.

Maritime Study Commission Backed By Congressional Subcommittee

Two separate efforts to create panels to study the role of the U.S.-flag merchant marine with regard to national security and the economy are underway in Washington.

House members already have begun debate a bill that would form a committee to analyze the need of the U.S.-flag maritime industry. Meanwhile, the National Performance Review (NPR) report overseen by Vice President Al Gore recommended last month that a different commission be set up also to investigate the merchant fleet. It appears probable that in the near future both committees could be functioning.

On September 22, the House Merchant Marine Subcommittee marked up for the full Merchant Marine and Fisheries Committee's consideration legislation calling for a commission to study the U.S.-flag merchant fleet and its role with national security.

Subcommittee Chairman William Lipinski (D-Ill.) introduced the bill (H.R. 3103) a day before the subcommittee reported it favorably to its parent committee. The legislation is similar to a bill offered by Senate Commerce Committee Chairman Ernest Hollings (D-S.C.) in August.

It calls for a commission composed of members from maritime labor, shipbuilding, international commerce and other related fields appointed by the president, the Speaker of the House, the Senate

majority leader and the House and Senate minority leaders. Once created, the commission would have 60 days to submit its report.

Limits Participation

The Hollings-Lipinski commission differs from the one proposed by Gore's NPR. Members of the Gore commission would be selected solely by the president.

While the size of the Gore commission has not been determined, no more than three members could be from the seafaring labor, subsidized carriers, Department of Transportation and the Federal Maritime Commission.

The Gore panel would be chaired by a representative from the National Economic Council or Defense Department. It would be required to submit its report within 90 days of its creation.

Other Bills Moving

While the effort to create committees is taking place, two pieces of legislation associated with maritime revitalization are awaiting action by the full House of Representatives.

As the *Seafarers LOG* was going to press, the House was debating the Fiscal Year 1994 defense funding bill which incorporated the National Shipbuilding and Conversion Act. Originally offered as a separate bill, the legislation (H.R. 2547) was amended into the funding

measure by House Armed Services Committee Chairman Ron Dellums (D-Calif.).

The Dellums amendment would initiate a technology development program to provide a base for advanced shipbuilding, create a market for U.S.-built double-hull tankers and expand federal loan guarantees for U.S. shipyards. As a separate bill, the shipbuilding legislation had passed the Merchant Marine and Fisheries Committee.

Senate Bill Differs

While the House is still considering the defense funding bill, the Senate already has approved its version of the measure. The upper chamber did not include any aspects of the shipbuilding legislation in its version. Should the bill passed by the House differ from the Senate version, members from both branches of Congress would meet to iron out the differences.

The other maritime revitalization bill before the House is the Maritime Security and Competitiveness Act of 1993 (H.R. 2151). It was recommended to the full body just before the August recess began.

The measure is designed to amend the 1936 Merchant Marine Act by creating a Maritime Security Fleet Program which would make eligible up to 90 U.S.-flag vessels operating in international commerce to receive a subsidy for 10 years.

Gore Report Calls for Marine Review

Several maritime related issues were included in a 168-page report on "reinventing government" released by President Bill Clinton and Vice President Al Gore on September 7.

The document was prepared by career civil servants whose charge from the vice president was to look for ways to streamline the federal government in order to make it more responsive to the people. The National Performance Review (NPR), as it is known, took six months to complete.

The review dealt with all aspects of the federal government. The Clinton administration estimated \$108 billion would be saved and more than 250,000 jobs would be eliminated over a five-year period if all of the proposals made in the report were implemented.

Within the outline was a one-sentence call for the establishment of an independent commission to conduct a detailed investigation into the U.S.-flag merchant marine industry and the benefits the country derives from it. The statement did not spell out who would serve on the committee, how long they would serve or what specifically the panel would examine.

As reported last month in the *Seafarers LOG*, a leaked draft about maritime for the NPR was to call for the total deregulation of the maritime industry, including the elimination of the 1920 Jones Act which stipulates that only U.S.-built, U.S.-crewed, U.S.-flagged vessels transport cargo between two domestic ports. However, there was no such language in the document when it was unveiled.

While the draft was not included in the September 7 release,

the document continues to be cited by foreign-flag interests who are out to scuttle the U.S.-flag merchant fleet.

Noting the efforts made by foreign-flag allies to influence the NPR report, Herbert Brand, chairman of the board of the Transportation Institute, informed Gore in a letter, "As one who has been involved in the maritime industry for well over 45 years and has borne witness to all manner of attacks on it by those who would benefit from its demise, never before have I seen their efforts underwritten by the government."

"This, indeed, is a sad commentary and one that bodes ill for the well-being of this nation," added Brand. (The Transportation Institute is a trade association representing U.S.-flag vessel operators engaged in domestic and international business.)

Also concerning maritime, the review called for establishing re-employment rights for merchant mariners who leave private sector jobs to serve aboard vessels during times of war or national emergency and for cutting in half the funding provided by the federal government for the U.S. Merchant Marine Academy.

SIU Rallies in Support of Mineworkers



Seafarers participated in a rally with members of several other AFL-CIO unions in sweltering temperatures on September 3 to show their support for members of the United Mine Workers of America (UMWA) in their ongoing strike against Bituminous Coal Operators' Association (BCOA). The union now has 17,500 miners on strike in seven states in Appalachia and the Midwest. Voicing their enthusiasm in front of UMWA headquarters in Washington are (left to right) SIU members Leo Flynn, Alex Lottig, Robert Clemons, James Crisler, Anthony Luzopone, Luis Escobar, Richard Taylor and Kenneth Creque.

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Wearing union colors, Lone Star Responder crewmembers (left to right) Mate John Lambermont, Oiler William "Buzz" Cansler and Cook Ray Salas show their approval.

Oil Spill Ship Crews Vote for Seafarers

Crewmembers working aboard 16 oil spill response ships voted last month to join the ranks of the SIU.

By a count of 47-43 with one challenged ballot, the mariners working for Dyn Marine Services aboard Marine Spill Response Corporation (MSRC) ships around the country voted to be represented by the Seafarers.

Representatives from the union and the company are scheduled to meet this month to begin negotiations on a contract.

The vote was conducted by the National Labor Relations Board (NLRB) after the union filed pledge cards in August requesting an election. Voting took place on all 16 vessels located along the U.S. coastline as well as in Hawaii and the Virgin Islands on September 2. The ballots were taken to NLRB headquarters in Washington and counted on September 9. A total of 111 crewmembers were eligible to vote.

The union for purposes of wage, hour and working conditions will represent all crewmembers on the vessels with the exception of the captain and chief engineer.

During organizing meetings with SIU representatives prior to the vote, crewmembers stated their reasons for going union.

"Being affiliated with the Seafarers will give us greater job security," noted OS Stephen Brown, who works aboard the *Georgia Responder*.

"We want to make sure we have good medical and pension benefits," added Mate John Fitzsimmons of the *Florida Responder*. "A union like the SIU will do that for all the crewmembers."

Outgrowth of OPA '90

Dyn Marine, a subsidiary of DynCorp, operates the oil spill response ships in behalf of the MSRC, a not-for-profit corporation created by major oil companies following the passage of the Oil Pollution Act of 1990 (OPA '90).

The law was Congress' response to the Exxon Valdez disaster in Prince William Sound, Alaska in 1989. When the tanker ran aground, it created the worst oil spill in U.S. history as more than 10 million gallons of crude

escaped. There was no pre-planned effort available to contain the oil before it washed ashore.

OPA '90 changed the way tankers sailed into U.S. territorial waters. Among the new regulations was one calling on vessels to have a response plan and capability in place in the event of an oil spill.

In August 1990, major oil companies organized and funded MSRC in order to comply with the new law. MSRC established a series of response sites with ships, trained personnel and oil spill containment equipment to handle any disasters created by tankers whose owners contribute to the new corporation. The goal was to have the response program operational before the August 1993 deadline set by OPA '90.

The ships designed by MSRC are 208 feet long and have a nine-person operating crew. In the event of a oil spill, the vessels have quarters for up to 38 people.

Each ship is equipped with two deck cranes, two stern-

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EXPOSÉ! Foreign Shipping Interests Unmasked International Plot Seen to Invade U.S. Waters

As the LOG went to press, it learned that a substantial part of the attack on the U.S. merchant marine and the government programs which serve as its underpinning are emanating from an international group of lawyers, accountants and trade consultants who have ties to foreign shipping companies.

Much of the thinking of the foreign groups spearheading the attack on U.S. shipping is revealed in a September 20, 1993 article in the *South China Morning Post*.

The news story makes clear a primary source of the recent spate of assaults on the U.S. merchant marine and American maritime policy. Up to now, the knowledge of the instigators has been fuzzy with much of the work seeming to originate with a tiny group of free-traders. This article makes it evident that the recent vehement onslaught on American shipping is rooted in a well-

financed and well-coordinated group of lobbyists for foreign shipping interests.

Named in the article as the firms behind the effort to deep-six U.S. maritime laws and diminish the role of American-flag shipping in order to replace it with foreign vessels are three firms: **Sheldon & Mak**, **Moore Stephens** and **Manchester Trade**. Quick research into a series of news articles printed in publications around the world indicates that each of these groups has deep ties to foreign interests which stand to profit substantially if American shipping is wiped out. Initial research reveals:

- **Sheldon & Mak** is a law firm based in Southern California which has a reciprocal affiliation with China's largest legal entity, the Shanghai Financial Law Firm. The Shanghai lawyers' group has among its rolls 40 firm attorneys who also hold positions in the

Chinese government.

- **Moore Stephens** is the 17th largest public accounting firm in the world and one of the biggest in the shipping world. Based in London, it numbers among its clients Greek and Polish shipping interests, including the Polish Steamship Agency.

The accounting firm advises and works with Sovcomflot, the giant shipping entity controlled by seven private transportation companies and the Russian government.

Moore Stephens not only serves the international shipping sector as the world's largest accountant for shipping interests, it also offers consulting services in related areas such as ship finance.

As a result of a recent merger, Moore Stephens is the accounting firm of most of the protection and indemnity (P&I) clubs which insure the marine industry. Most P&I clubs are based in places like

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Pro U.S.-Flag Group To Fight Attacks On American Ship Trades

Concerned with the health of the American merchant marine, forces representing a wide range of interests including patriotic groups; citizens' organizations; shipping companies active in ocean-going, Great Lakes and domestic commerce; maritime unions representing seamen and boatmen; and shipyards have banded together to counter efforts to downsize the U.S.-flag fleet.

The group, which named itself the United States Maritime Coalition, was formed at a meeting called by SIU President Michael Sacco in Washington, D.C. on September 23. Attended by 135 people from a broad spectrum of organizations, the group pledged to seek a U.S. maritime policy consistent with the interests of the

nation. In opening the session, Sacco said it was time to combine the strength of all the groups that believe the United States must have a vital shipping capability. "The full implication of an America without U.S.-flag ships has not been realized in the administration, among certain policymakers and in the press," Sacco said.

"It is up to us to tell the complete story... and that is: America can only be an economic and defense superpower if the nation has sufficient shipping power under the U.S.-flag, available in times of conflict and stabilizing trade in times of peace," the SIU officer said.

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A GROUP of professionals spearheading an initiative to encourage the Clinton administration to deregulate the United States shipping market is seeking support from Hong Kong shipping interests.

The group comprises international trade lawyers Sheldon and Mak, London-based accountancy firm Moore Stephens, and Manchester Trade, an international trade consultancy.

The deregulation move is seen as a radical policy shift as it will open US-flag trade to foreign-built and repaired carrier lines, foreign investors and foreign crews.

"If these recommendations come to pass, the world shipping industry stands to gain significant opportunities to expand their businesses," the group said in a statement.



The goals of an international group of lawyers, accountants and trade consultants with ties to foreign shipping are exposed in a recent article in the Freight and Shipping Post section of the *South China Morning Post*, a Hong Kong newspaper.

SIU Calls on Congress to Close Inland Safety Loophole

The SIU is urging Congress to pass legislation designed to close a loophole in the nation's maritime standards which is endangering the safety of the men and women who sail on the nation's rivers and lakes.

As the law currently stands, the loophole exempts the vast



Executive Vice President Joseph Sacco stresses the importance of safety standards on the nation's navigable rivers and lakes in his testimony on Capitol Hill.

majority of individuals working on inland water vessels from holding Coast Guard-issued merchant mariner documents (also known as z-cards)—no matter what the tonnage of the boat.

Presently, individuals serving on inland towing and harbor towing vessels as well as ocean and harbor tugs of less than 100 gross tons are not required to hold z-cards. On navigable rivers and lakes, except the Great Lakes, the majority of individuals working aboard a tug or towboat are not required to hold merchant mariner documents. The Coast Guard, however, does require that on all river and lakes towing vessels of 26 feet in length (regardless of tonnage), the operator of the boat must hold a document issued by the agency.

The Coast Guard also requires that tankermen working aboard tugs and tows hold a document with the appropriate endorsements. All other hands aboard vessels on the nation's navigable rivers and lakes, except the Great Lakes, carry no merchant mariner document, other endorsements or licenses.

The inland documentation bill (H.R. 1915), would require mariner documents for all men

and women sailing aboard inland vessels of more than five gross tons. Similar legislation passed the House last year, but Congress adjourned before the Senate could complete action on the measure.

In its testimony of September 8 to the Subcommittee on Coast Guard and Navigation hearing on the legislation, the SIU emphasized that the safety of crewmembers on thousands of tugs and towboats is at stake.

"The SIU strongly backs this measure because it has been and will continue to be a strong advocate for safety, the safety of its members, the safety of vessels on which its members earn their livelihood, the safety of the environment, and the safety of the communities along the rivers' banks," SIU Executive Vice President Joseph Sacco pointed out.

Need For Safe Waterways

Tugs and barges are responsible for a multitude of cargoes, each requiring special attention from the crew. Among the material transported on the nation's rivers and lakes are petroleum products, forest and farm products, coal, metallic ores, radiation materials and chemicals—including benzene, ammonia, sulfuric acid and fertilizer. In many cases the cargo is hazardous or combustible or both, Sacco noted.

"Given the nature of the product carried, the large population centers on the rivers' paths and the unpredictability of the rivers themselves, it is ludicrous that within this large segment of waterborne transportation, there are personnel in the industry who are not required by law to meet minimal criteria similar to that required of deep sea personnel," the SIU official stated.

Company Supports Plan

Maritrans GP Inc., the largest independent maritime transporter of petroleum products in the U.S. coastwise trades, is among the growing number of maritime companies to have thrown their strong support behind the legislation.

"It must be remembered that, even if not carrying hazardous substances, these vessels, if operated imprudently, threaten the safety of other vessels operating on the waterway; it makes little difference that all the crewmembers of a tanker are screened when the other vessel makes a wrong turn and causes a collision. We see H.R. 1915 as significantly

contributing to the safety of maritime commerce," stated Arthur Volkle, associate general counsel for Maritrans.

Sacco said that the number of towboat casualties have been significant during the period from 1981 through 1990. According to the Coast Guard's data base, casualties involving towboats under 300 gross tons numbered 8,242, of which 5,047 or 62 percent were attributed to personnel causes.

As defined by the agency, personnel causes include such factors as inattention to duty, intoxication, error in judgment, lack of knowledge, lack of training, lack of experience, operator error, fatigue, stress, improper safety precautions, failure to comply with rules, regulations and procedures, improper loading, cargo stowage, securing, mooring and towing. Further, of the accidents attributed to personnel causes, 82 percent resulted in groundings and collisions.

"The SIU believes that these casualties are indicative of the need to assure all users of the inland waterways and the communities along the rivers that the mariners who man the commercial craft which share these waterways are uniformly examined by the Coast Guard for the positions they hold. In the deep sea sector where all members of the crew are either licensed or documented, the accident rate due to the human factor is significantly less," the SIU official said.

Documentation Process

To obtain a merchant mariner document, which is a form of identification issued by the agency, the applicant is subject to a Federal Bureau of Investigation (FBI) check and review of criminal records and, as a result of the Oil Pollution Act of 1990, must make available any information contained in the National Drivers Register related to any driving offense pertaining to alcohol. Merchant mariner documents are denied by the Coast Guard if within 10 years prior to the date of the filing, the applicant has been convicted in court of a narcotics violation, unless the individual has submitted evidence to the agency to reasonably warrant the conclusion that he is no longer involved with or associated with narcotics and is suitable for employment.

There are more than 5,000 tugs and towboats in the U.S.-flag fleet and close to 3,300 of those operate on the nation's rivers and lakes, which make up 25,777 miles of navigable waterways.

Gathering Support

Bipartisan support for H.R. 1915 was displayed during the hearing. In a statement to the subcommittee, Representative Jack Fields (R-Texas), ranking minority member of the Merchant Marine and Fisheries Committee, said, "The requirement to obtain a merchant mariner document allows the Coast Guard to determine which individuals may pose risks to vessel safety. The Coast Guard exercises continuing oversight over seamen required to maintain documents as a condition of employment, and may suspend or revoke a document for cause. Without a documentation requirement, the Coast Guard is powerless to act against a seaman who may commit a serious error or offense."



Representative Bart Stupak (D-Mich.) speaks in favor of inland documentation legislation.

Bart Stupak (D-Mich.) also voiced support for the legislation, stating, "In this growing industry, I think that the requirements of this act are a minimal intrusion on people to provide safety throughout our country for shipping on our inland waterways."

Sacco stated that although the boat operators and tankermen hold a document with the appropriate endorsements, current law needs to expand to include all other hands aboard the vessels.

"The captain of the vessel is responsible for the safety of his crew and his vessel; however, there are times that a deckhand may be involved in certain aspects other than his usual duties while the vessel is underway or

Herberger Sworn In As Maritime Head

Vice Admiral Albert Herberger (Ret.) was sworn in as the head of the U.S. Maritime Administration (MarAd) after the Senate unanimously approved his nomination shortly after returning to Capitol Hill following its August recess.

His nomination had been held up for several months by three farm-state senators who opposed Herberger's stance in favor of cargo preference.

President Clinton announced the retired Naval officer as his choice to head the Department of Transportation agency in April. After being approved for the post of Maritime Administrator by the Senate Commerce, Science and Transportation Committee in June, Herberger saw his nomination put on hold by Senators Conrad Burns (R-Mont.), Hank Brown (R-Colo.) and Charles Grassley (R-Iowa). The senators stated they disagreed with Herberger's views on cargo preference and claimed they wanted more time to study his nomination.

Under Senate rules, a single senator may delay indefinitely the final approval by the whole chamber of a presidential appointee. In this case, Burns, Brown and Grassley, all ardent opponents of cargo preference legislation, withheld Herberger's name from consideration until they had a chance to talk with the admiral about his position. Grassley, who consistently has attacked the U.S.-flag merchant fleet, was the last to drop his hold, thus allowing the Senate vote to take place.

(U.S. cargo preference laws mandate that a certain percentage of government-impelled cargo be carried aboard American-flag vessels.)



Albert Herberger

Herberger began his life at sea as a merchant mariner. He is a graduate of the U.S. Merchant Marine Academy in Kings Point, N.Y. and sailed aboard merchant vessels until he joined the Navy in 1958.

While serving in the military, Herberger accumulated more than 17 years of executive experience involving all aspects of managing manpower resources including recruiting, training, education, distribution and logistics. Prior to his retirement from active duty in April 1990, the Albany, N.Y. native served as deputy commander-in-chief of the U.S. Transportation Command where he was responsible for developing and implementing a strategy to promote government and civil sector support for improvements in all modes of national transportation.

In August 1990, Herberger was named vice president for maritime affairs at the International Planning and Analysis Center in Arlington, Va. He became a consultant for MarAd after his nomination was announced.

Coast Guard Requirements for Merchant Mariner Document

- Evidence of drug-free urinalysis.
- Oath to adhere to all applicable federal laws.
- Check of National Driver Register for drunk-driving or controlled substance violations.
- Criminal record check with the FBI.
- Verification of U.S. citizenship or evidence from INS of lawful entry and permanent residence in country.
- Proof of employment in the industry or evidence of military service.
- Renewal every five years.
- Completion of 60-90 days of seetime.
- To obtain an advanced rating, passage of Coast Guard examination indicating proficiency and knowledge.

Required to Hold Merchant Mariner Document or License

- All deep sea and Great Lakes mariners working aboard U.S. merchant vessels of at least 100 gross tons.
- The operators of towing vessels 26 feet in length or greater regardless of tonnage navigating on rivers and lakes.
- All tankermen with appropriate endorsements.

Exempted from Holding Merchant Mariner Document or License

- Individuals serving aboard inland towing vessels of less than 100 tons.
- Individuals serving aboard harbor towing vessels of less than 100 tons.
- Individuals serving aboard ocean tugs of less than 100 tons.
- Individuals serving aboard harbor tugs of less than 100 tons.

tion. In an emergency situation, the deckhand on watch is under the direction of the captain. There are times when he will be called up to the bridge by the captain or even when the cook could be called on in certain situations."

The vessels exempted from the Coast Guard merchant mariner document requirement include marine equipment of substantial proportions. Many of the boats in question are driven by engines with horsepower in the tens of thousands. There are some towboats that push more than 50 barges at a time, making the overall tonnage of the combined marine equipment unit close to that of an ocean-going vessel, said the SIU official.

H.R. 1915 has been presented to the House Subcommittee on Coast Guard and Navigation and is awaiting further action.

Seafarers Ratify New Three-Year Contract for LNG Vessels



Executive Vice President Joseph Sacco reviews changes in the new ETC agreement with Seafarers aboard the LNG Leo before voting.

Seafarers working aboard Energy Transportation Company (ETC) vessels ratified a new three-year contract with the company last month following a series of shipboard votes.

The pact, retroactive to June 16, increases wages and benefits, while making changes in the working conditions aboard the eight liquefied natural gas (LNG) vessels that sail between Indonesia and Japan.

SIU Executive Vice President Joseph Sacco held meetings with Seafarers aboard several LNG vessels to discuss the changes and answer questions concerning the new contract, which in many

regards parallels the union's standard agreement.

Seafarers working aboard ETC vessels will receive a cumulative increase in base wages of 11 percent over the

See page 13 for photos of crewmembers ratifying the contract aboard LNG vessels.

three-year life of the contract. The pact includes outpatient medical care for spouses and dependents of SIU members. It also allows the board of trustees of the Seafarers Pension Plan to lift the \$1,000 monthly cap, which will permit qualified members to retire and get higher pensions.

The contract calls for changes in the crew compliment aboard the LNG vessels. Sacco told crewmembers this measure was tied to efforts by the union to obtain future LNG contracts, thus creating more jobs.

"I talked with the crews about the important changes taking place in the maritime industry and, in particular, within the LNG market," Sacco recalled. "There is a tremendous potential for growth with LNG transportation and we

are looking to be part of it."

"This new contract will allow ETC to compete around the globe," noted Steward/Baker Henry Jones Jr., who sails aboard the *LNG Leo*. "It's a good contract because it provides greater job security and opportunities for the membership and our families."

Negotiations for the new pact began in the spring. Although the previous contract expired June 15, the union and ETC agreed to an extension under which the members continued working.

While aboard the vessels, Sacco also discussed the training and upgrading opportunities available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He advised the crewmembers how courses at the school are constantly updated to provide Seafarers with the latest information that will help them with their jobs aboard LNG vessels.

"All of the ships I was aboard were in excellent condition," Sacco said. "They were clean and looked great. It was a pleasure to visit the LNG vessels and talk with the crews."

Orgulf Boatmen Endorse Pact For Work Along Mississippi River

Seafarers sailing aboard Orgulf Transportation tugboats along the Mississippi River and its tributaries have overwhelmingly ratified a new four-year contract with the company.

The new pact includes a wage increase and expanded medical benefits coverage which took effect September 15. It also contained changes in the work rules aboard the boats.

These changes, which were made with an eye toward Orgulf fleet expansion, brought about a mutual agreement between the company and the union to reopen the contract prior to its December 31 deadline. The new pact will run until the end of 1997.

Crewmembers provided suggestions and ideas for the new agreement when SIU officials serviced their vessels as well as through correspondence with the union.

Representatives for the SIU and the Cincinnati-based company held six negotiating sessions beginning in the spring. Delegates to the talks included Deckhand Greg Camel, Lead Deckhand Gary Gillespie and Cook Nigel Godden.

Voting by SIU members aboard the tugboats was interrupted by flooding this summer along the Mississippi River. Most of the Orgulf fleet of 21 boats was



Representing the Seafarers in talks with Orgulf Transportation are (left to right) Deckhand Greg Camel, St. Louis Port Agent Joe Sigler, Cook Nigel Godden and Lead Deckhand Gary Gillespie.



An Orgulf tugboat sails up the Mississippi River past Alton, Ill.

laid up until the river and its tributaries began receding in August.

Orgulf tugs push barges

loaded with coal, grain, steel pipes and other items along the Mississippi, Ohio and Missouri rivers.

Great Lakes Members Approve New Agreement



Seafarers aboard American Steamship Co. vessels like the *American Republic* are covered under the new Great Lakes contract.

Great Lakes Seafarers have approved a new contract that will cover their wages, benefits and working conditions into 1997.

The new four-year agreement with the Great Lakes Association of Marine Contractors (GLAMO), a management group of Great Lakes operators, includes wage and health benefit increases as well as changes in the work rules.

SIU members ratified the new agreement, which is retroactive to August 1, by casting votes on their vessels throughout the Great Lakes region.

For the first time, outpatient medical care is available for the spouses and dependents of Great Lakes members. In meetings, correspondence and ship's minutes, members had expressed their concern that this be included when the new pact was negotiated.

Representatives for the Seafarers and the companies held six negotiating sessions begin-

ning late June in Cleveland.

When negotiations continued past the July 31 deadline for the previous contract, the union and GLAMO mutually agreed to extend the pact until an agreement was reached.

The contract calls for yearly pay increases throughout the life of the agreement and maintains all earlier benefits.

"This is a good contract with a lot of improvements that will help us. The outpatient medical care for dependents is great. We really needed this," said AB/Watchman John Spezia, who sails aboard ASC vessels.

The companies which incorporate GLAMO include American Steamship Company (ASC) based out of Buffalo, N.Y., Cement Transit Company of Cleveland and Litton Great Lakes and Erie Sand Steamship Company of Erie, Pa. The fleet transports iron ore, stone, coal and salt along the Great Lakes.



Also covered under the four-year agreement are crewmembers working aboard the *Richard Reiss*, an Erie Sand Steamship Co. vessel.

Trade Council Continues Efforts To Organize Avondale Shipyard

The New Orleans Metal Trades Council is continuing its efforts to begin the collective bargaining process for workers at the Avondale Shipyard in New Orleans.

In July, Avondale workers voted to go union by a margin of 1,804 to 1,263 at the traditionally non-union site. A coalition of trade unions from the New Orleans area, including the Seafarers, worked together during a four-month organizing campaign prior to the vote.

The effort to organize the yard, the largest private employer in New Orleans and one of the nation's leading shipyards, was initiated by shipyard worker Dick Creed. Over a two-year period with his wife, Creed informed his fellow workers through flyers about the activities of the company that were not in the employees' interest.

Among the issues of interest to Avondale workers were a sea-sawing wage scale, nepotism and favoritism in hiring and promotion practices by managers, unsafe working conditions, workers' paying a very high contribution rate for medical care compared to the company contribution and a so-called employee stock ownership plan with little employee participation.

In the balloting conducted by the National Labor Relations Board, 650 ballots were challenged. A majority of these votes were withheld by the NLRB because the names of the people casting ballots did not appear on voting eligibility lists. A hearing on the matter was set for late September.

Union representatives meet with Avondale workers regularly. "We are letting the employees know that this is a full time operation and that the fight goes on,"

said SIU Representative Bobby Milan of New Orleans, who has assisted the Metal Trades Council during the drive.

"This is why we are out in the yard handing out pamphlets and talking with them. We do not want them to think that we've forgotten them after the vote."

Milan noted the company has been contesting the election since it was held and the results announced. He said the trade unions involved "are going to be there fighting for the employees every step of the way."

Besides the SIU, other unions working with the New Orleans Metal Trades Council in the organizing effort are the Boilermakers, Carpenters, Electricians (IBEW), Insulators, Iron Workers, Laborers, Machinists, Operating Engineers, Painters, Plumbers and Pipefitters and Sheetmetal Workers.

AFL-CIO Intensifies Battle to Nix Trade Deal

Warning that the proposed North American Free Trade Agreement (NAFTA) would spell disaster for millions of U.S. workers and for the nation's economy, trade unionists throughout the country recently began stepping up efforts to convince Congress to reject the trade deal which originally was negotiated by the Bush administration.

A number of "No NAFTA" events took place across the country on Labor Day, including parades in Cleveland and Cincinnati and rallies in North Dakota and Minnesota. Additionally, the AFL-CIO has collected hundreds of thousands of signatures on anti-NAFTA petitions, and organized labor's legislative committees in key congressional districts met with members of the House and Senate during the August recess to reiterate the dangers of NAFTA.

Seafarers who have not already done so are urged to contact their senators and congressmen and ask them to reject NAFTA, a deal which AFL-CIO President Lane Kirkland recently described as "a poison pill left over from the last administration."

NAFTA: A Sell-Out

NAFTA is scheduled to go before the House late this month or in early November. While the trade deal apparently has little backing in the House, it has far greater support in the Senate.

Speaking at a Labor Day

breakfast in New York, Kirkland summed up organized labor's views on NAFTA when he said, "We shall demonstrate that we are indeed a free and independent labor movement, in no one's pocket but our members, when it comes to the so-called Free Trade Agreement with Mexico."

"We believe NAFTA is a sell-out of working Americans. It would be deeply damaging to the country and to the communities that make up America. And the labor movement is going to fight it with everything we've got."

President Clinton last month officially kicked off his campaign to enact NAFTA, during a White House ceremony when—surrounded by former presidents Bush, Carter and Ford—he signed side agreements negotiated by his administration concerning labor and environmental protection.

Clinton during his campaign last year promised not to support NAFTA until it included such side deals. But the AFL-CIO, along with key elected officials on Capitol Hill, and farmer and environmental groups, immediately denounced the side accords as failures, cementing their opposition to NAFTA.

(Throughout the debates about NAFTA, the AFL-CIO has maintained its position in favor of truly fair trade deals which benefit all nations involved. However, the federation of trade unions insists that NAFTA is not a "fair trade" agreement, largely due to the

shortcomings of the side deals.)

Heading South of the Border

Under NAFTA, tariffs and other trade regulations among the United States, Mexico and Canada would be removed during the next 10 years, thereby encouraging U.S. businesses to move south of the border to take advantage of cheap labor and inadequate environmental standards.

The AFL-CIO estimates that enactment of NAFTA would result in half a million U.S. citizens losing their jobs. It also would lead to a general decline in wages for those who still have jobs, according to studies by the Economic Policy Institute (EPI). The EPI estimates that NAFTA quickly would reduce the wages of 70 percent of U.S. workers who are not in high-skill, high-technology jobs by at least \$1,000 per year.

Opponents of NAFTA have presented finely detailed arguments against the deal. House Majority Whip David E. Bonior (D-Mich.) and House Majority Leader Richard Gephardt (D-Mo.) are among those who have described NAFTA as a high-risk experiment in which countries at far different stages of economic development and democratic rights attempt to merge their economies. (Mexico's poverty rate is 40 percent, while its gross domestic product is one-twentieth of that of the United States.)

"All the fanfare about the completion of side agreements



Seafarers from the port of Honolulu (pictured above) recently took part in a "No NAFTA" demonstration in Hawaii. The event was one example of the AFL-CIO's campaign to prevent the so-called free trade agreement with Mexico and Canada from being enacted.

can't hide this simple fact: NAFTA still threatens to make American jobs our Number 1 export," said Bonior, the third ranking Democrat in the House.

Gephardt pointed out, "Under NAFTA, the Mexican government refused to allow industrial relations—the right to strike, the right to bargain collectively and right to freely associate—to be covered under the dispute resolution procedures of the agreement. This is a glaring and critical omission, equivalent to an environ-

mental agreement that excludes air and water.

"Under this agreement, we will not be doing the best for our people," he added. "Drawn down by the lower wages in Mexico, our standard of living will continue to stagnate or decline."

NAFTA proponents, including Senate Minority Leader Bob Dole (R-Kan.) and Senator John C. Danforth (R-Mo.), argue that the trade deal would open the

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Clinton Introduces National Health Care Reform Plan Congress to Take Up Plan; Organized Labor Offers Its Backing

Organized labor supports President Clinton's health care reform plan, and will "conduct a major campaign for its enactment by the Congress," said AFL-CIO President Lane Kirkland. "This plan will accomplish a goal that the labor movement has sought for the better part of this century: health care for every American."

Clinton unveiled the plan in a nationally televised address on September 22, although many of the details had been made public roughly a week earlier.

But final action on health care is a long way off. Clinton's speech merely marked the official kickoff of an intense national debate that will last for many months. Later this month, the president will send his proposal to Congress for debate. Meanwhile, a number of competing plans also are being offered by both

Democrats and Republicans.

Some of the key points of President Clinton's program include:

- Requiring all employers to provide health insurance to their employees.
- Establishing and enforcing, through federal or state government, cost limits on private sector health insurance premiums, as well as limits on doctor and hospital fees.
- Prohibiting health insurance firms from refusing to insure an applicant, or charge excessively high premiums, due to an individual's health condition.
- Providing coverage for every U.S. citizen, regardless of their health or employment status. (Almost 40 million Americans currently have no coverage. Many others are underinsured.)
- Greatly simplifying paper-

work and eliminating waste and medical fraud, leading to substantial savings.

The president also said the only new taxes under his plan would be on tobacco products, plus a surcharge of 1 percent imposed on large corporations that decide not to join health alliances.

Joining trade unionists in support of the basics of the plan are large corporations including Chrysler Corp., Xerox and Bethlehem Steel; senior citizens groups; many health insurers; and medical providers such as the American Academy of Family Physicians. (The AFL-CIO is part of the Health Care Reform Project, a diverse, non-partisan coalition that collectively represents 50 million Americans who support the plan.)

Thus far, the nation's big health insurance companies and the National Federation of Independent Business have been the most vocal opponents to the president's plan. The business group represents many companies that do not provide their workers with health care coverage.

Clinton's proposal calls for employers to pay for at least 80 percent of their employees' premiums. Employers still would be able to pay more than 80 percent, however.

Provision Protects Seafarers

The president's plan allows multi-employer, non-profit plans like the Seafarers Welfare Plan and others associated with unions to continue to serve their members and provide high-quality



A joint session of Congress gathers to hear President Clinton outline his plan for health care reform.

care. Multi-employer plans, under the Clinton proposal, may continue to offer more benefits than the core benefits package which the president's plan would mandate.

Spokesmen for the president have indicated that under the Clinton plan, the benefits that go beyond the standard benefit package prescribed by the government will not result in adverse tax consequences to the participants of these plans or to companies which pay into multi-employer plans.

However, there are others in government who have suggested taxing benefits if they exceed the

government's standard package. The AFL-CIO and the SIU will work vigorously to oppose any suggestion or placement of such taxes.

In addition, a provision in the SIU's new three-year standard contract states that in the event of a national health care system being enacted by Congress and signed into law by the president, the union and its contracted operators will work to ensure that Seafarers and their families continue to receive the high level of benefits they currently enjoy.

Continued on page 20

How Clinton Health Plan Would Be Financed (\$ Billion, 1994-2000)

Sources of Funds:

Medicare Savings (\$124)
Sin Taxes (\$105)
Medicaid Savings (\$114)

Savings to Other Federal Programs (\$47)

Revenue Gains (\$51)

Former Medicare and Medicaid Recipients Now Covered by Alliance Plans (\$259)

*Includes self-employed tax deduction

Estimates are preliminary and do not incorporate interactive effects.

Uses of Funds:

Long-Term Care (\$80)

Medicare Drug Benefit (\$72)

Public Health/ Administration (\$29)

Subsidies for Low-Income Firms and Workers* (\$169)

Deficit Reduction (\$91)

Alliance Coverage (\$259)

Former VP Lindsey Williams Dies of Heart Disease at 79

Lindsey Williams, a longtime SIU official who pioneered the organizing of inland boatmen and deep sea merchant mariners for the union, passed away September 12 at Elmwood Medical Center in Louisiana due to heart disease. He was 79.

Brother Williams served the Seafarers in many capacities from the time he joined the SIU in 1942 until he retired in the spring of 1979. Always politically active, he was vice president of the union's Gulf Coast District from 1965 to '79. He also worked informally with the union even before he signed on as a rank-and-file member, as well as after he retired.

In 1988 the SIU honored Williams by naming the shiphandling simulator building at the Paul Hall Center for Maritime Training and Education after him.

"We remember Lindsey Williams as a fierce fighter for seamen and boatmen," said SIU President Michael Sacco at Brother Williams' funeral mass in New Orleans. "We remember him as a keen strategist and superb union organizer."

"Although Lindsey technically retired from the SIU in 1979, he never really retired from the seamen's movement," Sacco continued. "He never retired from the trade union movement, and he certainly never retired from politics."

Herb Brand, chairman of the board of directors of the Transportation Institute and a longtime associate of the SIU, said Williams "was instrumental, he played a leadership role in every major effort in which the union was involved. He was one of (late SIU President) Paul Hall's most highly regarded and respected associates. Above all, he was a very direct and forthright person for which he was respected everywhere."

Brother Williams, the son of a union printer, was born in Poplarville, Miss. but spent most of his life in New Orleans. He began his maritime career in 1935, working aboard towboats on the Mississippi River, and within a short time he began organizing river tug and towboat crewmembers.

When the United States entered World War II, Williams joined the Seafarers and subsequently sailed in almost every combat zone where

the American merchant marine delivered military supplies. During the invasion of Okinawa, his vessel was torpedoed and sunk.

After the war, Brother Williams was assigned as an organizer in the Gulf area. He was involved in the drive to organize the Isthmian Line, and later was appointed as the SIU's director of organizing.

Red Campbell, retired SIU vice president-contracts, worked with Williams during several organizing campaigns, on cruise-ship contracts and on other projects. "Lindsey was a dedicated official who always was available to provide sound advice and leadership," Campbell said. "He was well organized and a decent guy to work for and with. He had a classy relationship with the members."

Other Activities

Though renowned for his work as an organizer, Brother Williams assumed many other responsibilities during his career with the SIU. He was the Gulf Coast area director of the Inland Boatmen's Union from 1961 until 1976, when the IBU merged with the SIU's A&G District. He was the New Orleans port agent from 1950 to 1960 (having succeeded the late Earl "Bull" Shepard) and in 1968 he became a trustee of the Seafarers Pension Plan.

Additionally, he served during the 1970s as president of both the Greater New Orleans AFL-CIO and the New Orleans AFL-CIO Maritime Trades Council. In the former capacity, he worked as chairman of the federation's Committee on Political Education, which recommended to union leaders which candidates the AFL-CIO should endorse in local elections.

Retired SIU official Buck Stephens, who worked with Williams for 30 years, described him as "a good leader, the type who wouldn't ask anyone to do something he wouldn't do. He was always receptive to suggestions and new ideas."

Brother Williams remained active even after he retired from the SIU. In '79 he was appointed clerk of New Orleans Municipal Court, a position which he filled for about 10 years. He also was a member of the New Orleans Public Belt Railroad Commission and of the state Athletic Commission, which regulates boxing.

Brother Williams lived in Metairie, La. for the last four years. He is survived by his wife, Cordelia; a son, P. Lindsey Williams; a daughter, Estelle Williams Hubbell; a sister, four stepchildren and two grandchildren.



Lindsey Williams played an active role in virtually every beef in SIU history. Here he hits the bricks with then-SIU President Paul Hall and fellow Seafarers during the Robin Line beef of the early 1960s.



In 1988, Lindsey Williams was honored for his many years of service to the union when the shiphandling simulator building was named for him. He is joined by his wife, Cordelia, and SIU President Michael Sacco as he cuts the ribbon.



Lindsey Williams (left) worked closely with SIU members and pensioners. He is pictured above counseling Pensioner Arthur A. Smith on his retirement benefits.

Ken Conklin Retires Tom Fay Heads School

Tom Fay has been named vice president of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. The 35-year SIU member becomes the fifth person to head the joint union and contracted-company training facility, replacing Ken Conklin, who retired earlier this year.

Fay brings to the job the experience of years at sea on board merchant ships, as well as the variety of duties he has held ashore for the union. Prior to accepting the assignment, he was serving as port agent in Honolulu.

Fay joined the Seafarers in Boston in 1958. "I was following my brother, John (the present SIU secretary-treasurer), to sea," he recalled of his start in the union. "He already was sailing and I liked what he told me about it."

The Boston native sailed in the engine department and worked his way up the ladder to an electrician's rating. Fay worked briefly at SIU headquarters in the early 1960s before returning to sea. He came ashore again in 1980 as a headquarters representative.

In 1987, Fay became the port agent in Honolulu. While there, he served as a vice president of the Hawaii AFL-CIO and secretary-treasurer of the Honolulu Port Maritime Council. He was involved



Ken Conklin announces his retirement as Lundeberg School VP.

in various political and trade union activities.

Fay and his wife, Doris, have three daughters: Robin Fay, Anne Marie Boidi and Donna Lindsey, a Lundeberg School graduate who sails as chief steward.

Conklin came to the Lundeberg School in 1967 following a 23-year career in the U.S. Marine Corps where he rose from the rank of private to major.

The Clifton, N.J. native heard from a fellow Marine that the school was looking to create a training program for young people interested in beginning a career as seamen on U.S.-flag ships. Conklin, who had served as a boot camp drill instructor in the service for more than three years, interviewed and was hired for the position.

Having been with the facility since its inception, he held a variety of positions at the school. He became Lundeberg School vice president in 1985, serving as the facility's chief officer.

Conklin noted one of the most satisfying experiences he had in his 27 years at Piney Point was working with the trainees. "This was a very gratifying job when you are able to use your skills and knowledge to help young people become trained and useful members of our society," he said upon retiring.



Tom Fay holds a meeting with Lundeberg School staff.



Williams was an advocate of effective and ongoing grassroots political action. He worked with many elected officials in the Gulf states in behalf of U.S.-flag shipping. He is pictured above at the May 1963 SIUNA convention, flanked by then-President Paul Hall and Senator Russell Long.

A Message to SIU Members From the Seafarers' Plans

(Editor's Note: The following information is provided to Seafarers by the Seafarers Welfare Plan, Seafarers Pension Plan, Seafarers Vacation Plan, Great Lakes Tug and Dredge Pension Plan, and Marine Cooks and Stewards Supplementary Plan. It is reproduced here in its entirety.)

The Seafarers Welfare, Pension and Vacation Plans are in the process of revising the summary plan description booklets which describe your benefits. However, until these booklets will be available, the Trustees would like to notify you of several recent changes that have been made to these Plans. This article contains important information about the benefits you may be entitled to receive from these Plans. We suggest that you keep this article until you receive the revised booklets. In addition, the Trustees of the Great Lakes Tug and Dredge Pension Plan and the Marine Cooks & Stewards Supplementary Plan would like to notify participants in these Plans of some recent changes.

SEAFARERS WELFARE PLAN

Outpatient Benefits for Dependents

The Trustees are pleased to announce an addition to the benefits that are provided by the Seafarers Welfare Plan. As a result of many requests from participants, the Union negotiated increased contributions to enable the Plan to pay for outpatient care for the dependents of employees whose employers are paying the appropriate rate. If you are a deep sea employee and your employer is signatory to the July 1993 contract with American Maritime Association companies, you are eligible for this benefit. Other deep sea employees and inland employees are eligible if the employer is paying the required rate. The Plan will pay 80% of the reasonable and customary charge for diagnostic treatments, visits to the doctor's office, and certain home health care and hospice care. This new benefit is subject to an annual deductible amount of \$50 per dependent.

Eligibility for Maternity Benefits

The Plan has liberalized the eligibility requirements for maternity benefits, so that it is now easier to qualify for this benefit. Under the old rule, an employee had to meet the Plan's eligibility requirements at the time of conception and at the time of delivery. Under the new rule, the employee only has to meet the Plan's eligibility requirements at the time of delivery.

Limitations on Benefits

As a result of the rising cost of health care, the Trustees have placed the following restrictions on the benefits provided by the Welfare Plan:

Visits to a Podiatrist - The Plan has limited payment for visits to a podiatrist to 20 visits per year. The Plan will pay a maximum of \$40 for each podiatrist visit, and no more than \$1,000 for surgery or related services rendered by a podiatrist.

Physical therapy, occupational therapy and rehabilitation therapy - The Plan has clarified that it does not cover occupational therapy or rehabilitation therapy. The Plan will pay for up to twenty physical therapy visits within a year from the time treatment begins.

SEAFARERS PENSION PLAN

Cap on Pension Benefits removed

Previously, the maximum monthly pension benefit that a pensioner could receive was \$1,000. The Trustees have removed this cap under the following conditions:

Deep Sea - Based upon the contribution rate of all deep sea employers, all deep sea employees may qualify for the increased benefit. To qualify, a deep sea employee must accrue 125 days of covered employment after June 16, 1993.

Inland - Inland employees of companies that are contributing at least \$6.60 per day to the Seafarers Pension Plan may be eligible for the increased benefit. To qualify, an inland employee must accrue at least 125 days of covered service after the date their employer began contributing \$6.60 per day to the Pension Plan.

Pre-retirement Joint and Survivor Annuity

The pre-retirement Joint and Survivor Annuity is the benefit that is available to your spouse if you are vested in the Seafarers Pension Plan, but die before you reach retirement age. The Plan now gives your surviving spouse a choice of how they wish this benefit to be paid to them. Previously, your spouse could not receive this benefit until the date when you would have reached retirement age. Under the new rule, if the total amount of this benefit at your death is less than \$3,500, your surviving spouse will receive the entire amount in a lump sum at the time of your death. If the value of this benefit is between \$3,500 and \$25,000, your surviving spouse may choose to receive the entire amount in a lump sum at the time of your death, or receive it in monthly payments at the time when you would have reached retirement age. Your spouse must make this choice in writing. If the value of the pre-retirement annuity is greater than \$25,000, your spouse **must** wait until the time you would have reached retirement age, and will then receive the survivor's benefit in monthly payments.

SEAFARERS VACATION PLAN

There has been one minor change in this Plan, required by a change in the law. In accordance with the law, the Vacation Plan now honors all lawful levies that are served upon the Plan. The Plan will notify you immediately if a levy against you is received. In the event that the Plan should receive a levy for state taxes owed, unpaid alimony or child support, or other lawful debt owed by you, it will be held for a period of 15 months. If you apply for vacation benefits during this period, the Plan will deduct the amount required by the levy from your vacation check. As required by law, levies received from the Internal Revenue Service for federal income tax owed are permanently kept on file by the Vacation Plan, and will be honored at such time as you apply for vacation benefits.

GREAT LAKES TUG AND DREDGE PENSION PLAN

The Trustees are pleased to inform you of the following recent Plan improvements:

Pension Increase

Pension benefits available from this Plan have been increased approximately twenty percent (20%). The benefits of existing pensioners has been increased by this amount, retroactive to October 1, 1992. All employees who retired on or after October 1, 1992 will receive the new benefit levels.

Withdrawal Benefit

The Trustees have reduced the waiting period to apply for this benefit to one year from the time an employee leaves covered employment. Previously, an employee had to wait two years to apply for this benefit.

Reimbursement for Type I Statement of Earnings

The Plan will now reimburse a pension applicant for the costs associated with obtaining a Type I Statement of Earnings from the Social Security Administration, when the Type I Statement is required as part of the pension application. The Plan will only reimburse an employee once for these costs.

MARINE COOKS AND STEWARDS SUPPLEMENTARY PENSION PLAN

The Trustees of this Plan are pleased to announce a six percent (6%) increase in benefit levels. This increase was retroactive to January 1, 1991 for existing pensioners. For all applicants who retire on or after January 1, 1991, the monthly benefits are calculated based upon the increased rates.

If you have any questions about any of the changes described above, you may contact the administrative offices of the Plans by writing to:

Plan Administrator
5201 Auth Way
Camp Springs, MD 20746

Coast Guard Issues New Drug Test Rules

New rules implemented by the Coast Guard mean Seafarers will not be subjected to as many drug tests as in the past.

The new regulations, announced in the May 28 edition of the *Federal Register* and effective as of June 28, permit merchant mariners to be exempt from pre-employment or periodic tests if they have passed a Coast Guard-required analysis within the previous six months. The rule also exempts mariners from a pre-employment or periodic test if they were subject within the previous six months to a Coast Guard random testing program for at least 60 days.

Under the Department of Transportation's regulatory regime for drug testing of shipboard workers, any Seafarer who is sailing in a job deemed to be safety sensitive is subject to random testing. The new exemption applies whether or not the member actually was tested while working on board a ship. Thus, if a member has worked at least 60 days within the previous 185 days and did not refuse to take a random test, he or she does not have to take a pre-employment or periodic analysis.

The Coast Guard authorized the change in the drug testing regulations to keep mariners from taking any unnecessary or repetitive tests required under the

original rules. The extra testing often occurred when mariners changed jobs or renewed licenses.

When the federal agency implemented its drug testing program in December 1989, it set up five versions of analysis: pre-employment, periodic, post-accident, probable cause and random. All but random began as scheduled. A lawsuit filed by the SIU and the Transportation Institute, an association of U.S.-flag shipping companies, caused the agency to re-write the regulation dealing with random testing so that it would apply to mariners in shipboard work deemed to be safety sensitive and delay its start for almost two years.

Pre-employment testing is conducted when a mariner is seeking to go to sea. A periodic test is performed when a mariner renews or upgrades a document or license. Post-accident testing takes place, as the name implies, after an accident occurs on a vessel.

A probable cause test is given when a crewmember is suspected as being under the influence while on board a ship. Random testing is done by Coast Guard-approved technicians who board vessels and test crewmembers whose jobs are safety sensitive.

All the tests are done by urinalysis. Clearance for all tests is good for six months.

Oil Spill Crews Vote Seafarers

Continued from page 3

launched 32-foot support boats, one 18-foot search-and-rescue boat, a helicopter landing pad and a stern-mounted skimmer. Each vessel also contains booms, skimmers, transfer pumps, power packs, storage bladders, dispersants and protective clothing. Each can hold 4,000 barrels of recovered oil.

Located Around Nation

Vessels located along the Atlantic coast include the *Maine Responder* at Portland, Maine; *New Jersey Responder*, Perth Amboy, N.J.; *Delaware Responder*, Philadelphia, Pa.;

Virginia Responder, Virginia Beach, Va.; *Georgia Responder*, Savannah, Ga. and *Florida Responder*, Miami, Fla.

Assigned to the Gulf coast are the *Louisiana Responder* in Venice, La.; *Gulf Responder*, Lake Charles, La.; *Texas Responder*, Galveston, Texas and *Lone Star Responder*, Corpus Christi, Texas.

Serving the Pacific coast are the *Washington Responder*, Everett, Wash.; *Oregon Responder*, Astoria, Ore.; *Pacific Responder*, Richmond, Calif. and *California Responder*, Port Hueneme, Calif.

The *Caribbean Responder* based in St. Croix, U.S. Virgin Islands and the *Hawaii Responder* located in Honolulu serve the region for which they are named.



Mate Matt Frankowski checks fuel on a rescue boat aboard the Delaware Responder.



Ready to report for duty on the Delaware Responder are Oiler Jessica Slate (left), AB Randy Attaway (center) and Asst. Eng. David Hall.

Challenger Crewmembers: On Call During Port Call



The Sea-Land Challenger offloads in Port Elizabeth, N.J.



Checking a ball valve on the deck of the Sea-Land Challenger's Engine Utility Abby Aragones.



Bosun J. Rodriguez keeps watch on deck activities during offloading.

Arrival at the Sea-Land terminal in Port Elizabeth, N.J. means a variety of things to crewmembers aboard the *Sea-Land Challenger*.

When the container ship docks after its 28-day voyage to Jacksonville, Fla. and the Caribbean, some engine department members begin the process of preparing refrigerated boxes for offloading. Chief Electrician Curtis Smith and Engine Utility Abby Aragones work the vessel to make sure the right electrical cords are unplugged or remain in service. Others, like OMUs Rafael Quinonez and Rafael Duran, maintain a watch in the engine room to assist wherever they are needed.

In the galley, Chief Steward Herbert Scypes and Chief Cook George Salazar have the freezer and refrigerator ready for the new stores that will come aboard.

Bosun J. Rodriguez keeps an eye on the gangway watch as well as offloading and loading operations on deck.

Bosun Rodriguez noted to a visiting *Seafarers LOG* reporter that the teamwork among the crew is great: "Like other SIU ships I've sailed on, this is a great crew who knows its job and how to get it done right."



Chief Steward Herbert Scypes (right) and SIU Assistant Vice President Kermet Mangram go over the procedure for filing medical care claims with the Seafarers Welfare Plan.



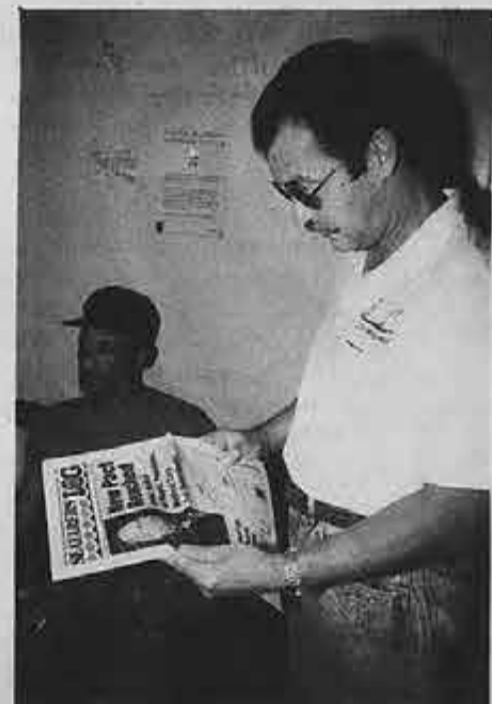
Ready to take advantage of some shore time is OMU Jesus Vazquez.



Maintaining gangway watch is AB Robert Bakerman.



Chief Electrician Curtis Smith (right) reviews the list of reefers to be disconnected with Third Mate Kris Karandy.



Chief Cook George Salazar reads *LOG* with AB Juan Ayala in background.



Swapping a story about a recent voyage with New York Patrolman Jack Sheehan (left) is OMU Rafael Duran.



AB Raul Rivera walks into the galley for lunch.



Heading for town are AB Abad Calero (left) and SA Anancio Crespo.



OMU Rafael Quinonez climbs down into the engine room.

'Self-Unloader' Still Needs Seafarers' Skills On Sam Laud

To ensure fast offloading of cargo along the many ports on the Great Lakes, vessels such as the SIU-crewed *Sam Laud* are designed to handle the procedure quickly and efficiently through self-unloading equipment.

The American Steamship Company vessel was built with a conveyor boom system that allows iron ore, coal, stone and most any other cargo carried during the sailing season to be taken directly from the ship to shoreside storage.

Once docked, the conveyor boom is released from its secured position on the deck above the hatch covers and swung over the site where the cargo is to be deposited. A conveyor belt which runs the length of the ship under the cargo hatches is started. Gatemen and conveyormen watch the offloading and release cargo from designated holds until the job is completed. Then the vessel is secured again and sails to its next port to either offload or take on more cargo.

Making sure the *Sam Laud* is ready for action each day are Conveyorman **John Frankovich** and Gateman **Randy Frank**. The pair maintains the watch on the vessel's offloading system.

"Half of the rollers have to be changed every year," Frank told a reporter for the *Seafarers LOG*. He explained the rollers, which guide the conveyor belt, are made of teflon and get "chewed up" with constant use. He added the engine department crew is always on the lookout for anything that could hamper conveyor operations on the vessel.



Second Cook Roy Calo (left) and Porter Rob Heath are prepared for a brief afternoon visit to town.



Shifting the hatch cover lift on the deck of the *Sam Laud* is AB/Watchman Mike Bensman.



Making sure an oil drum is transferred safely from one deck of the ship to another is Wiper John Olsen.



Deckhand Al Damar reports for duty aboard the American Steamship Company vessel.



Looking forward to some time off the *Sam Laud* is QMED Gary Fuller.



Conveyor belt roller replacement requires working in tight spaces as Conveyorman John Frankovich knows well.



Keeping an eye on the loading operations at the Lorain, Ohio dock is AB/Watchman Tim Bell.



Gateman Randy Frank maintains an engine-room watch as ore is loaded aboard ship.

Bunker Work Picks Up for Crowley Seafarers

Seafarers who work aboard Crowley tugs and barges in the Los Angeles and Long Beach, Calif. areas have noticed an increase in the volume of bunker fuel being trafficked in and out of West Coast ports, SIU Patrolman Rob Scrivens recently told the *Seafarers LOG*.

Since late last year, when a state tax on bunker fuel was repealed, sales have increased gradually to approximately 1.8 million to 2.5 million barrels per month in Los Angeles/Long Beach, according to reports in the

Journal of Commerce.

This increase in business follows two inauspicious years, and it is not the only good news for marine fuel suppliers in the area. Recently, marine fuel was exempted from the 4.3 cents-per-gallon fuel tax called for in President Clinton's deficit reduction plan, thereby saving the competitive West Coast market.

Because of low trading margins, taxes on marine fuel can have massive impact on the industry. For example, two years ago the California Legislature ap-

proved an 8.25 percent tax on bunker fuel. Sales in Los Angeles/Long Beach quickly and dramatically dropped, and it hardly seems coincidental that those fortunes began to reverse as soon as the tax was repealed.

For SIU members who sail from the port of Wilmington, Calif. aboard Crowley vessels, the tax relief translates into a busy schedule transporting fuel barges and loading tankers in nearby Long Beach and Los Angeles. "We really shot ourselves in the foot with that tax," said tugboat Captain Scott Linsley. "Everyone is glad it's gone."

Tanker Mickey Main, who graduated from the Lundberg School in 1977, said that business slowly is coming back, but is nowhere near its pre-bunker tax level. "We've been doing a lot of dock-to-dock work, moves in the harbor," said Main. "We've also done quite a bit of 450 Series barges, moving oil from San Francisco to here. Compared to a



Cook/Utility William Rose (right) welcomes Patrolman Robert Scrivens aboard the Crowley tug *Saturn*.



On the flying bridge of the Crowley tug *Saturn*, AB Mike Prevette talks with the captain by walkie-talkie.

year ago at this time, work has picked up."

"We have some of the guys back on schedule. It really helped

having that tax removed," noted Scrivens, who provided the photos accompanying this story.

EXPOSÉ! Foreign Shipping Interests Unmasked International Plot Seen to Invade U.S. Waters

Continued from page 3

Bermuda, the U.K., Luxembourg and Norway among others.

• **Manchester Trade** is an international trade consulting organization. It is the creature of Stephen L. Lande, a former trade official for the U.S. government. Lande parlayed his experience into a lengthy list of foreign clients.

Among Lande's foreign clients are the Korean Foreign Trade Association (South Korea), Fidermex International (Mexico), Hylsa (Mexico), Tubos de Acero de Mexico, Association of Export and Import (Costa Rica), Wiresteel (Mexico) and Mexinox SA de CV (Mexico).

Manchester Trade also is one of the firms the government of Mexico has registered as an agent that is working in Mexico's behalf for enactment of the North American Free Trade Agreement (NAFTA), now before the U.S. Congress.

Lande also has been associated in press reports with Manchester Associates, a lobby firm headed by William Eberle, another former U.S. government

trade official, who serves as an agent for many foreign interests.

Manchester Associates has worked as a consultant and lobbyist for the Japanese company Nissan and represents or has represented other Japanese interests as well as groups from Korea, Canada, Chile and Mexico, among others.

At one time, Roderick Hills also had an interest in Manchester Trades. Hills, who since 1989 has headed Manchester Group Ltd., is an attorney whose name has often been linked with assisting foreign groups. In 1987, for example, he worked to kill a congressional bill containing punitive measures toward C. Itoh, a giant Japanese trading house. The intent of the bill was to punish the foreign firm for its role in the illegal shipping of Toshiba Corp.-produced military machinery. (Paranetically, C. Itoh is one of the players of the North American Export Grain Association, a group of giant agricultural commodity dealers—many of them foreign-owned—working to scuttle U.S. cargo preference laws.)

All the evidence indicates that President Clinton and his officials are completely unaware of the spurring role of

foreign interests in the current assault on U.S. shipping. Nevertheless, much of the thinking of these foreign interests seems to have made its way into the first draft of Vice President Gore's National Performance Review maritime document which called for an elimination of the Jones Act, repeal of cargo preference statutes, abolishment of the Shipping Act of 1984 and a cessation of any form of subsidy to the maritime sector.

The foreign interests appear to be set on a massive mobilization against the U.S. merchant marine. It can be deduced that foreign interests have pledged a great deal of financial resources to the fight. International attorneys, accountants and foreign agents calling themselves trade consultants do not work for pennies.

America's Needs Unconsidered

It is estimated that very substantial sums of money are being expended to carry out a plan to lobby for a downsizing of the American merchant marine on the grounds that all the perpetrators would be amply rewarded if the inland and international U.S.-flag fleet is replaced by foreign shipping.

As reported in the *South China Morning Post* article, there is no mention in the foreign group's statement of the value of a U.S.-flag shipping capability to America's defense and security interests or to the role the U.S. merchant marine has played in times of war and conflict.

The group seems bent on going beyond dismantling America's international shipping programs; it appears to be gunning directly for the Jones Act, the U.S. cabotage laws which allocate marine transport in American coastal and inland waters to American-built, American-operated and U.S.-crewed vessels.

The moves of the well-heeled foreign interests threaten every coastal community, large or small, along America's 25,777 miles of coast and inland waterways. The elimination of the Jones Act would deprive these communities of an employment source, revenue from taxes and bring down environmental and safety standards.

The results of further investigations by the *Seafarers LOG* on the work of foreign interests to disband American shipping will appear in upcoming issues of the publication.

Pro U.S. Flag Group to Fight Attacks on American Ship Trades

Continued from page 3

In a roll-up-the-sleeves-and-get-to-work approach, the coalition's participants established a steering committee as well as working groups to tackle legislative strategies, public affairs and grassroots lobbying. James Henry, the president of the Transportation Institute, a trade association representing U.S.-flag vessel operators in domestic and international commerce, was appointed to chair the new coalition.

The umbrella group pledged to coordinate activity in all parts of the United States, in every state and congressional district.

The group determined it is vitally important to form a pro U.S. merchant marine education group particularly in light of an intense lobbying effort by foreign shipping interests which has been made known through an article in a Hong Kong newspaper. The article, entitled "Lobby Group Seeks Backing for U.S. Plans" (by

Wong Joon San, *South China Morning Post*, September 20, 1993, page 1), points to an aggressive and well-coordinated attack on both the U.S.-flag domestic and international fleet on the part of a group of international accountants, lawyers and trade consultants (see article on page 3).

Foreign Groups Pressing

These foreign lobbyists, euphemistically identified in the article as a "group of professionals," hope to see the dismantling of the programs that provide the foundation of U.S. maritime policy. Such an unraveling of American maritime laws and regulations would "open U.S.-flag trade to foreign-built and repaired carrier lines, foreign investors and foreign crews," reports the article.

The foreign lobbyists, says the article, back a draft proposal of Vice President Al Gore's National Performance Review (NPR) which calls for a complete elimination of U.S. government laws and regulations that bolster a U.S.-flag fleet such as

the Jones Act, cargo preference and operating and construction subsidies.

the U.S. market would effectively be opened up to foreign operators for the first

Such an unraveling of American maritime laws and regulations would "open U.S.-flag trade to foreign-built and repaired carrier lines, foreign investors and foreign crews."

— *South China Morning Post*, page 1
September 20, 1993, Hong Kong

The article reports that a statement by these foreign lobbyists says if the recommendations of the Gore group "come to pass, the world shipping industry stands to gain significant opportunities to expand their business."

The article reveals that the foreign interests believe they can achieve their goal by exerting influence through lobbying. The statement of the so-called international group cited in the article says: "Indeed

time, provided a concerted lobbying coalition is forged."

Immediate Action

After a discussion on the article, the September 23 meeting participants designated "United States Maritime Coalition" as the name of the new organization and outlined a program of action.

Upcoming issues of the *Seafarers LOG* will report on the coalition's activities.

Seafarers Begin Operations On Twin-Hulled Survey Vessel

The first Seafarers ever aboard the *USNS Victorious*, a new Small Waterplane Area Twin Hull (SWATH) design T-AGOS vessel, sailed out of the port of Honolulu on August 19.

The *Victorious*, owned by the Military Sealift Command (MSC) and operated by U.S. Marine Management, is used for ocean surveillance purposes. The SWATH ship's home port is Honolulu. It is designated to perform highly classified missions for the U.S. Navy.

The unique vessel is 234 feet

long, 93 feet wide, has a 24-foot draft and a top speed of 9.5 knots. It is designed to comfortably sustain rough seas so that the technicians aboard can safely carry out the current assignment.

The *Victorious* is one of four "T-AGOS 19" SWATH vessels. These are the newest class of T-AGOS vessels. The remaining three—the *Able*, *Effective* and *Loyal*—have not begun sailing operations.

"She has nice quarters and living conditions for everyone aboard," Captain Carl Orderich,

Pacific operations manager for U.S. Marine Management, told a reporter from the *Seafarers LOG*.

"Each room will have a video player and television. There is also an exercise room, ship's store, a self-service laundry and a medical treatment facility. The *Victorious* has almost everything a person needs while at sea for a period of time and the SWATH design makes her a very comfortable vessel to sail on."

Honolulu Port Agent J.J. Arnold, who provided the *LOG* with the photographs accompanying

this article, reported the crew was excited to sail aboard the new vessel.

"It's unlike anything I've ever seen for the type of ship it is," Arnold noted. "The crew couldn't wait to get it out to sea."



This is the first time aboard a SWATH vessel for these two Piney Point graduates—OSs Joe Meehan (left) and Fred Fein.



The unique SWATH hull of the *USNS Victorious* was designed to sustain rough conditions at sea.



SIU crewmembers gather for a group photo before setting sail on their first military mission aboard the *USNS Victorious*. They are (from left) AB Jocko Morris, Bosun Samuel Wooten, MDR Jerry Huffman and OSs Fred Fein and Joe Meehan.



Looking forward to the new adventure are (from left) Steward/Baker Susan Sanderson, AB William Brode and Oiler Tina Smith.



Staying aboard the vessel for the voyage to Morocco and making fast friends is QMED Alan Ard (left).

USNS Bartlett Turned Over to Moroccan Navy

Seafarers aboard the *USNS Bartlett* bid farewell to their vessel on July 26 in a special ceremony as the U.S. flag was lowered and the Moroccan flag raised. This symbolic gesture marked the official turnover of the Bay Ship Management vessel to the Royal Moroccan Navy at Little Creek Amphibious Base in Virginia Beach, Va.

Bosun Thomas Gagnon, who served several tours aboard the *Bartlett*, told a reporter from the *Seafarers LOG*, "I really enjoyed the ship and I hated to see her go."

"Everyone hates to lose a good ship. I had a lot of friends and that is what always brought me back to the *Bartlett*—the people," recalled

AB Michael Williams, who also served several tours aboard the vessel.

On July 12, all operations aboard the *Bartlett* were turned over to the Moroccan Navy. The vessel is an oceanographic T-AGOS ship which sailed the Gulf of Mexico area with a team of Navy scientists, performing highly classified missions.

"We had both crews aboard



AB Richard Higgins (left) and Chief Cook Jeanette Ball pose with a member of the Moroccan Navy during training aboard the *Bartlett*.

the vessel for about two weeks. The SIU crew trained the Moroccans in many different areas to prepare them for when they sailed the vessel back to Morocco. They even prepared their native food using the American stores," recalled Captain Sam Meyer.

According to a spokesperson for Bay Ship Management, the *Bartlett* was offered to the Royal Moroccan Navy to pursue their

own active oceanographic interests. The vessel was in excess of the U.S. Navy's needs and was sold to Morocco, a U.S. ally.

On July 18, the vessel left port for Morocco. QMED Alan Ard,

sailed with the *Bartlett* to assist the new crew with operations.

Anne Novotny, a Bay Ship Management representative, provided the photos accompanying this article.



SIU and Moroccan Navy crewmembers lower the American flag on board the *USNS Bartlett* and prepare to raise the Moroccan ensign.

Woman of the Year



At a recent banquet in Pittsburgh, Pa., Mary Georghiou was named Woman of the Year by the Daughters of Penelope, the women's auxiliary of the Order of AHEPA (the American Hellenic Educational Progressive Association), the largest Greek heritage organization in the world and a major community service organization in North America. In photo above, Georghiou, who has worked at the SIU since 1981, previously as comptroller for the Seafarers Vacation Plan and presently as director of process and development, poses with Sen. Paul Sarbanes (D-Md.), who also was presented an award at the AHEPA convention.

LNG Crews Ratify ETC Pact



Executive VP Joseph Sacco explains provisions of the new ETC contract to crewmembers aboard the *LNG Leo*.

Thorough discussions and question-and-answer sessions preceded ratification votes by Seafarers aboard the eight liquefied natural gas (LNG) vessels for a new three-year agreement with Energy Transportation Corporation.

SIU Executive Vice President Joseph Sacco boarded several of the LNG vessels when they docked in Japan to talk with crewmembers about the questions they had about the pact, which included a cumulative 11 percent base pay raise over three years, outpatient medical care for the members' spouses and dependents, a lifting of the \$1,000 monthly pension cap for qualified Seafarers and more.

SIU Representative Sal Aquia, who accompanied Sacco to Japan, provided the *Seafarers LOG* with photographs of the ratification meetings on seven of the LNG ships.



Asking a question of Executive VP Joseph Sacco (right) aboard the *LNG Taurus* is Steward/Baker Francis Ostendorf.



Reviewing an aspect of the new ETC pact are (left to right) OS Robert Sway, AB William Boyd, SA Ronnie Fore and Executive VP Joseph Sacco on the *LNG Capricorn*.



Capricorn Steward/Baker Norman Duhe (left) and Bosun Charles Kahl (right) catch up on union news with Executive VP Joseph Sacco.



On the *LNG Leo*, Executive VP Joseph Sacco (left) emphasizes a point with QMED Irmo Solomon.



Ready to take part in the ratification meeting on the *LNG Virgo* are (left to right) AB H.J. Thompson, Chief Cook Henry Daniels, SA William Smalley and AB Harry Massa.



AB Donnie Collins from the *LNG Gemini* looks over the new contract.



LNG Aries crewmembers study the new agreement before voting.



Showing approval for the contract are AB Osmond Raji (left) and OS Kenneth Boone aboard the *Aquarius*.



Listening to the discussion of about the pact are Seafarers aboard the *LNG Gemini*.



Prior to the contract meeting, *LNG Taurus* OSs Ben Johnson (left) and Mark Johnson catch up on news from the union in the *Seafarers LOG*.



Bosun Jack Rhodes (left) of the *Virgo* and AB Bobby Branham of the *Aquarius* examine the pact.



After the vote, *Aries* crewmembers (left to right) OS Ken Mills, Bosun Billie Darley and AB Peter Funk are all smiles.



Recert. Steward Ekow Doifoh in Philadelphia, Electrician Gregory Shepard in Piney Point, QMED R.J. Zajac in Philadelphia, Bosun Oscar Wiley in Piney Point, Chief Steward Dave Merrifield in Piney Point, AB Joe Caruso in New York, Cook/Baker Richard Aversa in Piney Point, AB Darryl Paterson in Piney Point.

Seafarers across the country hit the deck to discuss the new agreement during ratification meetings.



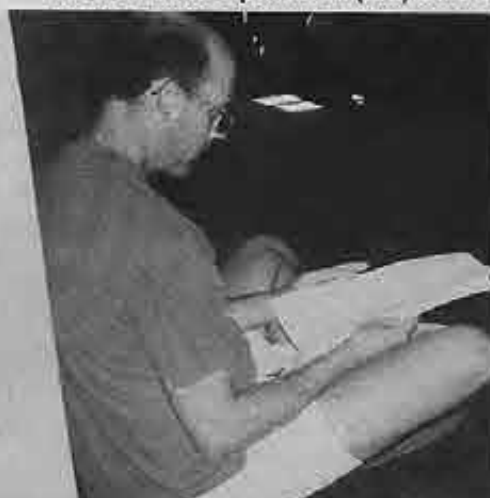
QMED Mike Kirby votes in Philadelphia.



Membership Ratifies Standard Agreement



At the Philadelphia hall (left) and the Norfolk hall, members show their support for the new pact.



QMED Monte Pryor reviews new contract in Seattle.



Bosun/AB Jose Caballero chats with his son, Urie, at the New York meeting.



Aboard the Sea-Land Challenger, AB Juan Ayala (left) makes a point while AB Raul Rivera listens.



In San Juan, members listen to details of the three-year pact.



Seafarers aboard the MV Senator vote on the contract on September 17.



Attending the special meeting in San Francisco, Seafarers prepare to vote on the new standard contract, which includes wage gains and improved benefits.



Reviewing details of the contract in the September issue of the Seafarers LOG is QMED Thomas Martinez at the SIU hall in Philadelphia.

Bosun Robert Gorbea hit the deck during the meeting in New York and said, "We ought to be proud of what our union has done for us. What was negotiated for our pensions is good, and our new dependent care also is good."

Fellow Bosun Earl (Sonny) Pinkham added to Gorbea's sentiments, saying after the meeting: "It was a good job negotiating, especially with the economic times the way they are."

In Philadelphia, Recertified Steward Andrew Austin said, "The SIU really came through for us. This is a great new contract."

Medical Coverage Extended Other members commented on the parts of the contract that mean the most to them.

"I am very happy about the new dependent coverage," said AB Patrick Joseph Lavin, who was holding his son in his arms, following the meeting in New York.

In Norfolk, QMED Mike Novak added, "I think the contract is great, but particularly the medical benefits."

The agreement calls for an increased contribution on the part of the contracted companies which are signatory to the pact and to the Seafarer plans. As a result of these additional monies, the board of trustees of the Seafarers medical plan, known as the Seafarers Welfare Plan, voted to put in place a series of outpatient benefits for dependents of Seafarers, subject to all the rules and regulations which govern the program.

Under terms of the plan, 80 percent of the reasonable and customary charges for outpatient health care

services to Seafarers' dependents will be paid by the plan subject to a \$50 per year deductible for each dependent.

Among the outpatient services now covered by the Seafarers Welfare Plan for dependents are doctors' office visits, diagnostic tests, prenatal care and follow-up care, pediatric care and routine checkups for babies, physicals and vaccinations. (The new outpatient benefit plan does not extend to prescription drugs.)

Members expressed satisfaction with the health care gains made in the new agreement. "Dependent care is what a lot of people need for their families. This helps a lot," said Chief Cook Charlie DiCario after the meeting in New York.

QMED Mike McNally, in Philadelphia, described the improvement in benefits as "significant" and added, "It will make a big difference for Seafarers like myself who have a family."

Pension Changes Praised Chief Cook Bert Winfield, who attended the meeting in Norfolk, said the improved medical benefits are one of the highlights of the new contract, along with the removal of the cap from the pension plan. "The new arrangement on the pension plan is great. To me, that's probably the best part," Winfield said.

Steward/Baker Lorenzo Sykes of Norfolk summed up his view of the contract when he said, "We gained a lot and I think it's fantastic. The chance to earn more for your pension is outstanding."

(Complete details of the contract appear in last month's issue of the Seafarers LOG and also are available from all SIU port agents.)



Members sign in at the Jacksonville, Fla. hall. Pictured from left to right (back row only) are Port Agent Anthony McQuay, QMU Paul Pagano, QMED John Bennfield, QMED John Penrose, DEU Donald Davis, AB Matt Hamison, Steward/Baker Leonard Murray and AB Thomas Gruber.



Seafarers pack the hall in Jacksonville for the special voting meeting September 7.



Signing in at the hall in Norfolk, Va. is Chief Cook Robert Allen.



Upgraders at Piney Point approve the new contract.



It is a unanimous vote of approval in Philadelphia.



In New York, Chief Steward Alvin Robinson is satisfied with the vote.



Standing in unanimous support of the pact are Seafarers at the hall in Mobile, Ala.



Discussing terms of the new agreement in the Seattle hall are (from left) AB Victor Peters and Recertified Bosuns Bob Stuverud and Bob Woods.



From left, Bosun Archie Ware, Electrician Richard Almojera and Chief Steward Cyril Spence check out the contract in New York.

Steel Ships and Iron Men: Part V BY SINCLAIR OUBRE

Father Sinclair Oubre is Port Chaplain in Beaumont, Texas and an SIU member. He sails during time off from his duties as a parish priest and port chaplain.



Sinclair Oubre

Father Oubre has kept a journal during his seafaring voyages. In the August edition of the Seafarers LOG several excerpts from his diary were published. What follows are some additional glimpses into Father Oubre's life aboard ship.

Cleaning the Tanks

Supper tonight was relaxed and jovial. My fellow crewmates talked and laughed more than usual. We are sitting at anchor just outside Galveston Bay. Tomorrow we will be heading back into Hess Refinery in Galena Park. After working hard all week, today has been easy and laid back. Only one fellow turned to for overtime this morning; it was only he and I who worked overtime this afternoon. The other ABs and OSs who were off watch chose to sleep in or take care of some much neglected housekeeping duties in their staterooms.

For the last three-and-a-half days, we have really been humping it. We are taking on a different product at Hess this next trip. Shortly after we left Beaufort, the deck crew began dragging out the lines and hoses that would be needed for the blowers and the butterworth machines. Beginning the next morning, we carried the four machines to each of the 18 tanks that would take on cargo. There was a method to the process that was truly understood only by the bosun and the chief mate.

The process would go something like this. We would drop the 20-pound butterworth machine attached to a special water hose through a deck plate into the tank. Fifteen feet of hose would be lowered in and secured on top by a special saddle. The water would be turned on and we would hunker down on our backsides for exactly 20 minutes. By that time, the machine had sprayed sea water throughout the tank, washing down all the spaces at that level. We would then loosen the saddle and drop the butterworth machine down another 15 feet and hunker down again.

It was at about this point that I was beginning to think that this was the easiest \$8.82 that I had ever made, but then things began to pick up speed. Instead of having to wet nurse one machine, it became four. Once the tanks had been washed and the butterworth machine pulled from the tank, a water driven blower was inserted into the deck opening to force out the fumes and begin to dry the tank.

By early afternoon, hunkering down was only a sweaty memory. It was pull up one machine, disconnect the hose, reconnect the hose, drop the machine down the first 15 feet and turn on the water. We would clamber across the pipes and repeat the process for the two machines on the starboard side. No time to sit, move the blowers into place and start them going. Sixteen minutes now have passed. We have four minutes to wait before it's time to drop another 15 feet down. One can't really sit down or take off one's gloves with only four minutes. So we shuffle about until the bosun gives the word, and the cycle continues again.

All day we worked. At 1930 hours the bosun sent the quartermaster and

me to get cleaned up for our watch. From the bridge, the last hoses came out of the tanks at 2030 and the tank cleaning was done for the day.

The next day the fun really began. Into the tanks we went with our mops and brooms, sponges and pails. We looked like a bedraggled maid service. Carefully we descended the 50 feet or so to the bottom of the tank. One of the men had his cigarettes in his shirt pocket. The bosun thought this was not a good idea. Maybe in the midst of work, he would declare a cigarette break and light one up. Theologically, this may have brought the kingdom of God sooner than any of us wanted or were ready for. The cigarettes stayed topside.

Once we made it to the bottom, the adventure had only just begin. The bottom of each tank is divided into sections by structural ribs and bulkheads. Each rib rose four to five feet from the bottom of the tank. At each rib, over went the mops and brooms, pails, sponges and then ourselves. Six times this ritual was repeated until we were at the forward bulkhead. Then it was sweep and mop, brush up rust, climb over to the next section and sweep and mop, and brush up rust. This was repeated over and over until we were back to the ladder.

The chief mate checked each tank to make sure that they were gas free. This is a little bit of a misnomer. Actually, they were "pass-out" free. A seaman could enter the tank and at least for the first 30 minutes not pass out because of the fumes. They definitely were not "gas free." The moment we entered a tank, we clearly sensed that petroleum products had been here before us. For myself, my eyes burned, nose ran and the strangest, single, unidentifiable bar of music kept playing in my ears. It was like something from an old "Doors" record. It kept playing and playing and playing. In one tank it got so loud that it became a warning. Then it stopped, but for a moment all other sounds also stopped. I guess it was time to get out of there for a bit of fresh air, and up we went.

After I reflected on the event for a moment, trying to purge the fumes from the bottom of my lungs, two thoughts came to mind. The first was a question. If I went to the mess room right now and lit up a cigar, would my lungs explode? My second thought was: Now isn't this wonderful. I've got my own gas detector in my head. If the tune doesn't drive me crazy in the meantime, when it stops I'd better be ready to get out. If I don't, the crew is going to have fun pulling my 200-pound body out of the tank on the end of a hose. I'm afraid that if they are faced with that much work, they may pronounce me lost overboard and wash me into the slop tank.

It took us two whole days of sweeping, mopping and sponging out the rust and water from the tanks. When we were finished, the chief mate and the bosun were pleased with the quality of our efforts. We knew ourselves that the job was hard, hot and difficult, but we had done well. That night, instead of the usual somber silence that is present among most of the men in the mess, there was lighthearted talk and sea stories that usually revolved around some cultural *faux pas* on the part of the storyteller. Ted, one of our ABs, began the evening's sea tales with a dramatic telling of his Filipino shower.

Having worked hard all day, he returned to the home of his Filipino friends. He inquired if it would be OK

for him to shower. They kindly obliged and pointed him in the direction of the shower. When he arrived in the room, he could not find anything that appeared to be a conventional shower. No plumbing, no faucets and no shower heads were in sight. The only thing that appeared useful for washing was a 55-gallon drum and a large ladle. As Ted explained it, he figured that one used the barrel as a bath tub and in he went.

Standing and animating the story now, he told us that washing the upper body was easy. It was more difficult to get to the feet, but through contortions and effort, he was able to pull each one waist high and so do some good scrubbing.

When all was said and done, he returned back to his friends' company. They were nonplussed as he thanked them for their kindness and their help in dealing with his western hygienic needs. In true Asian form, they withheld their rage and panic at what they heard. Ted, you see, had just cleaned himself in the fresh water that the family had for the whole month. It was for washing, drinking and cooking. Ted had just soaked himself in it.

Some of the other stories that were told were funnier but not exactly fit for a family publication. Let it be said that once the many difficult days of cleaning tanks were completed, the whole psychology of the crew changed from somber silence to jovial joy.

You Never Hear How the Story Ends

Standing at the helm, the radio set at channel 16, I listen to the occasional traffic that floats by. One vessel is calling for another and asking to go to channel whatever, or the marine operator breaks in and calls for some unseen vessel because she has traffic. Most of the time, though, the radio sits silently in the corner.

The other night, the silence was broken by the message, "Security, Security, this is the Coast Guard Station Key West, Florida. Please go to channel 22 alpha for a mariner's advisory." The third mate shifts the radio over and the Coast Guard repeats their call sign and then says, "Be advised that a small vessel with 10 Haitian refugees is reported disabled and adrift at coordinates such and such. Be on the lookout for the vessel and render aid or contact Coast Guard Station Key West." So ended the message.

The mate had already noted the coordinates and began plotting them on the chart. He raised his head and said, "That's right off our port beam." The night was pleasant and the seas were calm, but there were thunderstorm clouds all around. We had noticed on the radar a vessel off our port. First she sailed west, then southwest and then east. We figured that she must have been the Coast Guard.

We sailed on eastward keeping a sharp lookout but seeing nothing.

Today, the radio told another story. A pleasure boat was calling out for help. "On fire," he told the Coast Guard. He gave his coordinates and they assured him that a rescue vessel was on the way. The Coast Guard officer advised the captain of the vessel to have all passengers don life jackets. The boat's captain replied that passengers were already in the water with their personal flotation devices, and he was fighting the fire with an extinguisher but that it was running low.

At this point I was relieved from the helm and returned to the deck to continue the butterworth process.

I have heard other such events over

the radio. Only on one occasion did I find out how it ended. Now questions arise in my mind. Was the Haitian vessel found? Was she lost with the hopes and dreams of those 10 people going down with her? Or was one spate of bad luck only followed by another and another? Did the rescue by the Coast Guard only lead to their being placed in a refugee camp and shipped back to Haiti the next week?

A seaman hears these events unfolding over the airwaves, but seldom does he see them or does he get involved. He carries around the beginnings of these stories, but there is no way to find the ending.

By morning we were in the Atlantic with cargo bound for Jacksonville.

Farewell

After 26 days, I signed off the *Sealift Pacific*. It was time to get back to the parish and get to work. The chief mate and bosun wished me well and told me that they enjoyed sailing with me. If I were to have the chance to join the *Pacific* again, they would be happy to have me. This meant a lot to me.

I was departing from Corpus Christi. We had gotten stuck hanging out on anchor when another ship took our slip at Coastal Refinery. When we were finally cleared to start in, I was off watch and joined another Port Arthur seaman who was on bow watch. It is always beautiful up there.

Soon the tugs came alongside and it was time for all hands to be called. I went aft to get my gloves and assisted the bosun preparing the gangway for arrival.

When we arrived at the dock, the tugs turned us so that we docked on the starboard side. Everything was going well on the stern until the clowns in the line boat insisted on taking the spring and breast lines at once. By the time they got to the dolphins, they had managed to get all three twisted over each other. When we began to heave on them, they bound up at the chock. It was a tough situation for the third mate. He looked as though he was not in control of the situation, but what was out of control were the yahoo's in the line boat. We eventually got things somewhat sorted out and then turned our attention to the stern lines.

We had to put so much line out to reach the dolphin that our winches could not effectively pull up the slack. We tried on three occasions to lift the lines out of the water, but each time we put on the stoppers and turned the lines over the bits, they dropped back into the water. It did not look good, but we eventually gave in and squared everything away.

As a final ceremony for my departure, I returned to the sea my hat and the gloves that kept the callouses and blisters from covering my hands.

I went to the captain's office to be paid off. When everything was squared away, I took my things to the main deck and began to carry them down the gangway to the van of the ship's agent. The second mate was on deck with all hands getting the hoses from shore aboard. They were busy preparing to start taking on the next cargo of diesel. They had no time to chat or really say goodbye. There was not much more time than to shake hands with each of my friends. We both hoped that this symbol could express all the feelings that we held for each other. As I drove away, everyone's attention was back on the hoses. There was no time for long waves from the pier; the ship required all their attention.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1993

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	29	37	9	22	20	2	14	59	53	15
Philadelphia	3	4	2	2	8	1	2	2	8	7
Baltimore	8	15	0	4	12	0	2	8	16	2
Norfolk	8	16	2	12	10	4	2	27	38	5
Mobile	15	15	3	10	10	1	1	22	34	5
New Orleans	29	28	5	22	16	2	7	48	41	14
Jacksonville	22	26	2	13	13	2	5	52	45	7
San Francisco	25	36	4	17	18	2	5	52	54	10
Wilmington	19	23	5	17	8	1	3	29	39	12
Seattle	24	16	0	25	12	0	13	42	39	5
Puerto Rico	9	5	3	8	1	0	0	15	8	6
Honolulu	6	18	13	3	14	11	2	10	22	19
Houston	32	33	10	24	28	5	7	42	44	14
St. Louis	0	5	1	0	1	0	0	1	4	1
Piney Point	1	17	0	0	4	0	0	1	14	0
Algonac	1	0	0	0	0	0	0	1	0	0
Totals	231	294	59	179	175	31	63	411	459	122
ENGINE DEPARTMENT										
New York	22	20	1	7	11	1	7	48	39	3
Philadelphia	4	4	2	1	2	0	1	6	11	4
Baltimore	6	14	1	3	5	2	0	11	19	0
Norfolk	8	6	7	7	9	4	2	13	19	7
Mobile	10	8	1	6	5	0	1	19	21	1
New Orleans	17	16	3	9	7	2	1	29	31	8
Jacksonville	16	19	3	13	8	2	3	28	41	6
San Francisco	12	12	1	8	6	0	0	29	38	5
Wilmington	10	11	5	10	6	3	4	14	23	7
Seattle	10	15	1	9	10	1	4	25	20	2
Puerto Rico	2	2	0	3	0	0	1	7	3	0
Honolulu	4	18	11	4	12	9	5	6	22	10
Houston	16	23	1	13	17	0	6	23	34	3
St. Louis	2	0	0	1	0	0	0	1	1	0
Piney Point	1	4	0	2	1	0	0	4	13	3
Algonac	0	3	0	0	1	0	0	1	4	0
Totals	140	175	37	96	100	24	35	264	339	59
STEWARD DEPARTMENT										
New York	18	12	0	11	6	0	5	28	26	0
Philadelphia	3	2	3	2	2	0	1	4	3	3
Baltimore	2	3	0	2	2	0	0	4	3	0
Norfolk	5	10	1	6	2	1	1	13	14	1
Mobile	7	9	5	6	5	1	2	13	12	4
New Orleans	12	6	1	4	6	0	2	21	12	3
Jacksonville	9	6	0	10	1	0	0	18	15	1
San Francisco	35	14	0	21	7	0	14	72	22	1
Wilmington	12	3	1	15	2	0	2	23	6	2
Seattle	23	6	0	19	4	0	7	35	12	3
Puerto Rico	3	0	0	5	0	0	2	3	1	2
Honolulu	11	24	19	11	19	11	27	17	37	24
Houston	12	9	0	11	2	0	1	20	9	0
St. Louis	0	0	0	1	0	0	0	0	2	0
Piney Point	3	11	1	1	3	0	0	3	15	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	155	115	31	125	61	13	64	274	189	45
ENTRY DEPARTMENT										
New York	12	46	7	6	18	0	0	22	87	34
Philadelphia	0	1	5	0	0	3	0	2	4	7
Baltimore	1	4	1	0	8	1	0	1	8	0
Norfolk	3	14	8	4	15	3	0	8	37	14
Mobile	4	22	0	0	4	0	0	4	37	0
New Orleans	8	26	14	5	10	3	0	15	42	22
Jacksonville	1	17	4	2	4	2	0	3	33	11
San Francisco	12	20	10	4	8	1	0	31	41	28
Wilmington	5	14	3	4	6	2	0	13	33	8
Seattle	8	24	4	6	12	2	0	14	31	8
Puerto Rico	5	10	8	0	6	0	0	10	15	14
Honolulu	5	62	108	3	42	73	0	9	79	158
Houston	2	19	3	0	21	3	0	3	15	5
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	0	35	1	0	19	0	0	0	33	2
Algonac	0	2	0	0	4	0	0	0	2	0
Totals	66	317	176	34	178	93	0	135	498	311
Totals All Departments	592	901	303	434	514	161	162	1,084	1,485	537

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
 ** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
 A total of 1,271 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,271 jobs shipped, 434 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From August 16 to September 15, 1993, a total of 162 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 19,494 jobs have been shipped.

November & December 1993 Membership Meetings Deep Sea, Lakes, Inland Waters

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

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

Notices

SCHOLAR WANTS TO HEAR FROM WWII MARINERS

Kenneth E. Bailey, Ph.D., is interested in contacting anyone who served aboard one or more of the following ships during WWII: *SS John Gorrie*, *SS John Bascom*, *SS John L. Motley*, *SS John Harvey*, *SS Joseph Wheeler*, *SS Samuel J. Tilden*, *SS John M. Schofield*, *SS Grace Abbot* or *SS Lyman Abbot*. He also would like to contact anyone who remembers Army 2nd Lt. Kenneth C. Bailey, who was killed in action aboard the *John L. Motley*, December 2, 1943, at Bari, Italy. He was serving as a cargo security officer and made two trips across the Atlantic from New York to Liverpool in 1943. Anyone able to provide information should get in touch with Dr. Bailey at 6116 Rickerhill Lane, Austin, TX 78739.

BRITISH FILM COMPANY SEEKS INFO FROM WWII MERCHANT SEAMEN

October Films is making a documentary for the BBC in London about the experiences of American and British merchant seamen during the Second World War. Entitled *Forgotten Heroes*, the program will tell the story of the men without whom the allies could not have won the war.

The producers would like to hear from merchant marine veterans who served on the Atlantic convoys, the runs to Murmansk, the Pacific, and so on. In addition, they're particularly interested in hearing from veterans of the *Booker T. Washington*.

Any Seafarer who would like to contact October Films may write to them at 63-64 Camden Lock Place, Chalk Farm Road, London NW1 8AF, England, or telephone 011 44 71 916 7198 (FAX 011 44 71 916 7201).

**Seafarers International
Union Directory**

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Collective Bargaining
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
(313) 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
(205) 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
675 Fourth Ave.
Brooklyn, NY 11232
(718) 499-6600

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

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

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

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

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

Government Services Division
(415) 861-3400

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

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

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

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

Dispatchers' Report for Great Lakes

AUGUST 16 — SEPTEMBER 15, 1993

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	3	0	30	11	0	15	3
ENGINE DEPARTMENT									
Algonac	0	19	4	0	14	6	0	22	5
STEWARD DEPARTMENT									
Algonac	0	9	1	0	8	2	0	6	0
ENTRY DEPARTMENT									
Algonac	0	23	11	0	0	0	0	19	14
Totals All Departments	0	79	19	0	52	19	0	62	22

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

Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 15, 1993

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	7	0	0	2	0	0	45	2	0
Gulf Coast	7	1	12	0	0	4	10	1	31
Lakes & Inland Waters	21	0	0	11	0	0	36	0	0
West Coast	0	0	21	61	1	32	2	1	69
Totals	35	1	33	74	1	36	93	7	100
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	3	1	0
Gulf Coast	1	0	1	0	0	0	1	2	5
Lakes & Inland Waters	15	0	0	4	0	0	28	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	18	0	1	6	0	0	32	3	5
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	3	0	0
Gulf Coast	1	0	7	1	0	1	1	1	9
Lakes & Inland Waters	3	0	0	2	0	0	8	0	0
West Coast	0	1	2	3	1	1	1	2	6
Totals	5	1	9	7	1	2	13	3	15
Totals All Departments	58	2	43	87	2	38	138	13	120

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

** "Registered on the Beach" means the total number of men registered at the port at the end of last month.

Tell it to the LOG!

Here's a story for the LOG!

The Seafarers LOG would like to hear from you. If you have written any stories or poems or kept a diary of your life at sea that you think other Seafarers would be interested in reading, send them along. Photographs of shipboard life (identified on the back) also would be welcomed.

Send your items to:
Seafarers LOG
5201 Auth Way
Camp Springs, MD 20746

Photos will be returned if so requested.

**To Our New Pensioners
... Thanks for a Job Well Done**

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

The Seafarers Pension Plan this month announces the retirements of eight members. Seven of those signing off sailed in the deep sea division, while one sailed in the inland division. Three of the new pensioners upgraded their skills at the Harry Lundeberg School of Seamanship in Piney Point, Md. Louis Babin Jr. had been an active Seafarer longer than any of the other members signing off this month. He joined the union in 1952 in the port of New York.

Brief biographical sketches of Babin and the other new pensioners follow.

DEEP SEA

LOUIS BABIN JR., 62, joined the Seafarers in 1952 in the port of New York. Born in Plaquemine, La., he sailed in the steward department. Brother Babin retired to Metairie, La.



DANIEL BALERIO, 65, joined the SIU in 1962 in the port of Houston. A native of Wharton, Texas, he sailed in the engine department. Brother Balerio upgraded at the Lundeberg School in 1969. He served in the U.S. Army from 1949 to 1958. Brother Balerio resides in Wharton, Texas.

VICENTE ORTIZ, 66, joined the union in 1958 in the port of Portland, Ore. A Puerto Rico native, he sailed in the steward department. Brother Ortiz calls San Francisco home.



ROBERT ROWE, 57, joined the Seafarers in 1962 in his native Norfolk, Va. Brother Rowe sailed in the steward department. He still calls Norfolk home.



JOHN SCHAEFER SR., 65, joined the SIU in 1966 in the port of New York. Born in Detroit, he upgraded to QMED at Piney Point in 1975. Brother Schaefer retired to Mio, Mich.

WILHELM SCHROEDER, 55, joined the Seafarers in 1965 in the port of Wilmington, Calif. Born in Oldendorf, Germany, he sailed as a QMED. Brother Schroeder upgraded at the Lundeberg School in 1981. He retired to Honigflehtz, Germany.



VINCENT TARALLO, 69, joined the union in 1958 in the port of San Francisco. A Brooklyn, N.Y. native, he sailed in the engine department. Brother Tarallo resides in San Bruno, Calif.

INLAND

JAMES STEPHENS, 66, joined the SIU in 1967 in the port of Houston. Born in Huntsville, Texas, he sailed as a captain. Boatman Stephens calls Houston home.

INLAND



Life of a Pensioner

HONEY DO LIST
1. WASH CAR
2. PICK UP GROCERIES
3. FIX FAUCET CRASS

Life of a Pensioner



Biggest trouble I have in adjusting to retirement is learning to keep my grievances to myself.

**'Seafarers Always Stand Up For What They Believe In'
Retired Member Salvo Remains Active**

One might call him McKeesport, Pa.'s king of correspondence.

Never the shy type, SIU pensioner Pete Salvo keeps postal workers busy with his steady stream of letters, which cover a broad range of topics and are sent to an equally diverse group of organizations, publications, politicians and other individuals.

Brother Salvo, 72, sees his letter-writing as an effective means of voicing beliefs, informing others and sometimes spurring political action. Published regularly on the op-ed pages of several western Pennsylvania newspapers, as well as in the Seafarers LOG, Salvo has corresponded with such notable figures as President Clinton and General Colin Powell.

Nicknamed the "Street Captain" by one of his neighbors because of his take-charge attitude, Salvo never has been passive about issues which affect or interest him.

"I guess you could call me an activist. I've been a law-abiding citizen for 72 years, but I'm politically active," says the World War II veteran who sailed in the engine department and resides near Pittsburgh. "The SIU definitely had a lot to do with helping me get motivated. Seafarers always have been people who stand up for what they believe in."

Always Active

Brother Salvo joined the SIU in 1943 in the port of New York and promptly sailed on a number of dangerous voyages during the war. For his service, he has been decorated nine times—most recently in December 1992 when he received a medal for taking part in the treacherous Murmansk supply runs to the former Soviet Union.

After the war, Salvo remained an active member of the Seafarers. Before a back injury in 1955 forced him to end his maritime career, Salvo was elected as a ship's delegate on eight different vessels because of the way he stood up for his fellow crewmembers. He was a picket captain during the Isthmian strike in 1947 and played an active part in many other beefs. He also volunteered along with other Seafarers for a government-run medical experiment in 1950.

After retiring from the sea, Salvo went into the appliance repair business. He worked in that field for more than 30 years but never forgot his ties to the union and the U.S.-flag merchant marine.

In fact, the role and plight of the American merchant marine during World War II remains a favorite topic of Salvo's. In recent years, he has written to United States presidents, congressional representatives, state officials, publications and

others in an effort to secure recognition for World War II merchant mariners. Whether the issue is granting veterans status, offering some recognition on Veterans Day and Memorial Day, or simply setting the record straight, Salvo's typewriter stays warm as he conveys his views.

Earlier this year, for example, he took umbrage with a letter that appeared in a magazine published by the American Legion. The letter charged that, contrary to an article entitled "Merchant Marine: The Heroic Fourth Arm of Defense," Nazi U-boats never machine-gunned any mariners who survived their vessel being sunk.

Salvo and dozens of others immediately responded in writing and corrected the other letter-writer. Salvo had first-hand knowledge of such travesties, having helped rescue survivors of just such a machine-gun attack during the war.

"There have been so many lies told over the years about the merchant marine," Salvo says with a mixture of resignation and disbelief. "Our government didn't reveal until five years ago that we lost over 700 (merchant) ships during the war. We were the only all-volunteer service, we had the second-highest casualty rate during the war, behind only the Marines, and yet for all those years we were denied veterans status. That just wasn't right."

Thanks Maritime Supporters

A member of numerous organizations, including Project Liberty Ship, the Pennsylvania Humane Society, the Merchant Marine Veterans and Amnesty International, Brother Salvo does not limit his writings to corrections or calls to action. He makes a point of thanking those who support both the



Pete Salvo

retired and active U.S. merchant mariners.

For example, in 1989 he sent a letter commending Rep. Helen Delich Bentley (R-Md.) to the Irwin (Pa.) Standard Observer. The letter notes Bentley's efforts to make sure all U.S.-flag vessels (in this case, Kuwaiti tankers in the Persian Gulf which were re-flagged to fly the Stars and Stripes but carry only an American captain and chief engineer) are manned entirely by U.S. citizens.

Salvo forwarded a copy of the letter to the representative, who in turn sent him a thank-you letter.

Additionally, Salvo's interests stem beyond maritime. He is active in local politics and also has written about everything from the Iran-Contra affair to Ralph Nader's activities.

Still, the Seafarers and the maritime industry have a special place in Salvo's heart—and in his order of business. "Any more, to accomplish anything you have to make a lot of noise. That's the way I was brought up in the SIU, and that's what it's going to take to save this industry," Salvo emphatically states. "The Seafarers taught me to fight for what I believe in. If you ever attended a meeting with (late SIU President) Paul Hall in New York... well, those are times I'll never forget!"



Shown above are some of the many responses Salvo has received, along with two of his published letters and a brief newspaper report about Salvo.

NAFTA's Dangers Raised by Unions

Continued from page 6

door for Mexico to import more U.S. products. But despite a multi-million dollar pro-NAFTA public relations campaign waged by the Mexican government and some U.S. business interests, no one apparently has been able to explain how Mexican workers, many of whom earn as little as \$4 a day, will be able to afford to buy American goods.

Despite contentions to the contrary, NAFTA threatens not only low-skilled U.S. jobs, but also high-tech, high-wage jobs, Professor Harley Shaiken of the University of California recently told a House employment subcommittee.

Shaiken, a respected authority on trade law, noted that the high-tech industries (such as auto production and consumer electronics) that have located in Mexico have attained productivity and quality levels comparable to those in the U.S. However, Mexico's wages remain at Third World rates.

The professor said NAFTA will not improve Mexican workers' conditions, but may seriously harm American workers as the two countries' economies integrate.

"At issue is not economic integration with Mexico—that already exists and will continue to expand—but the basis on which an accelerated integration should take place," he added.

Mexico's minimum wage is about \$4 a day, and some citizens there earn even less. Yet while the U.S. has lost nearly a million

manufacturing jobs since the early 1980s, the work force inside Mexican maquiladora plants has increased from 120,000 workers in 1980 to more than half a million today. Some of those workers earn as little as 50 cents an hour.

Severe job losses in the U.S. resulting from NAFTA are backed up by these experiences with the maquiladoras. For more than a decade, U.S. companies have been encouraged through government policy to establish manufacturing factories in Mexico, along the American border. The products from these plants are exported into the U.S. market at reduced tariffs.

The explosion of manufacturing plants along Mexico's border has caused hundreds of boomtowns and squatter communities, filled with cardboard shanties and housing made from scrap wood for the thousands of workers who are employed at the many U.S. companies, where they build cars, make furniture, assemble electronics components and more. The living conditions in these areas are characterized by insufficient and inadequate housing, lack of running water or sewage facilities and little or no electricity.

Enactment of NAFTA only would increase such scenes, say opponents of the agreement.

AFL-CIO Secretary-Treasurer Thomas Donahue reaffirmed labor's vehement opposition to NAFTA when he stated, "For the rest of this congressional session, the No. 1 priority of the American trade union movement is defeating NAFTA."

Clinton Offers Plan to Congress; AFL-CIO Backs Basics of Proposal

Continued from page 6

The so-called "employer mandate" is one of the main points of contention in Clinton's plan. Many businesses welcome it, largely because they already cover at least 80 percent of their employees' health care costs and also indirectly pay for non-covered employees at other companies. For example, when someone without medical coverage is treated at an emergency room, the cost is passed on to those who have insurance, in the forms of higher premiums, higher deductibles, etc. (reflecting higher hospital billing to compensate for the cost of indigent care).

The AFL-CIO long has maintained that citizens who have insurance inevitably bear the financial burden of the uninsured. That situation must be changed so that everyone pays their fair share, the federation has emphasized.

Others claim the cost of mandatory coverage would severely harm small businesses and some other companies. However, the president's plan apparently would limit large companies' payments to about 7 percent of payroll, with smaller businesses having a 4 percent limit. Subsidies would cover the difference in both cases.

But for the largest companies (probably those with at least 5,000 workers), this cap only would apply if they join regional health insurance purchasing pools or "health alliances" to be created by the Clinton plan.

Health alliances would offer a variety of comprehensive plans, including health maintenance organization (HMO) plans, traditional fee-for-service plans and probably some combinations of both. The health alliances would buy services from HMOs and other companies which in turn contract with doctors and other health care providers. Individual employees then would have a choice among the plans offered by their alliance. (They would not be required to join an HMO.)



AFL-CIO President Lane Kirkland outlines labor's plans to mobilize for health care reform.

The SIU favorably notes that multi-employer plans, such as the Seafarers Welfare Plan, would be considered its own health alliance but would have the option of joining others.

Opponents of the Clinton plan caution that these alliances will restrict citizens' ability to choose their health care providers, because they would be limited to the plans to which their employers subscribe. Proponents of the president's plan counter by saying that all existing choices plus some new ones will be available in the health alliances. Additionally, Clinton's plan would ensure that quality care is available, in part by providing previously unavailable information about the provider to the patient.

The main sources of funds for the plan from 1994 to 2000 are cuts in Medicare and Medicaid spending, eliminating "red tape," plus "sin" taxes and other projected savings (see chart). President Clinton would use the

Medicare and Medicaid savings to help finance coverage for the uninsured and also to expand coverage for the elderly.

Here again, some have raised concerns about whether the financing plan will work. Much depends on the government's ability to limit premiums, which in turn, theoretically at least, would limit payment to health care providers.

Some health insurance providers balk at such limits, claiming they will adversely affect the quality of care. Others insist that networks of doctors, hospitals and insurance companies will control costs themselves in order to gain business.

While the debate over Clinton's plan and others continues, there is bipartisan agreement that the current U.S. system is far too costly. The nation's health care spending, which has increased by about 11 percent in each of the last five years, is projected at \$900 billion for 1993.

Setting the Record Straight: 5 Facts About NAFTA

1. U.S. Will Lose High-Skill, High-Wage Jobs

In a growing number of industries, labor productivity in Mexico is even higher than in comparable U.S. factories because Mexican plants are newer and workers often receive more training. Where labor is cheap to hire, it is cheap to train, regardless of the type of work.

If NAFTA is enacted, the U.S. will lose not only a bevy of comparably low-skill, low-wage jobs but also a substantial number of high-skill, high-wage positions.

2. Current Trade Surplus Is Misleading

NAFTA's supporters claim that America's two-year-old trade surplus with Mexico proves the trade deal will create jobs. Yet even pro-NAFTA economists admit the surplus reflects an overvalued peso which is likely to fall by as much as 20 percent next year. That fall will more than wipe out all advantage to the U.S. of eliminating Mexican tariffs.

Additionally, the surplus is in capital goods, not consumer goods. In other words, the U.S. is shipping machinery south to expand the capacity of Mexico's low-wage factories to produce consumer goods for sale back in the U.S.

3. Side Deals Fall Short

NAFTA's recently announced side agreements do nothing to address the question of suppressed wages in Mexico. They contain no labor standards, and also are silent on questions of air pollution and wildlife protection.

The side deals also would set up a bureaucratic maze that would make it virtually impossible to enforce the few topics they cover.

4. Mexican Drivers Are Exempt

During the Bush administration, the U.S. Department of Transportation (anticipating NAFTA) ordered all state governments to exempt anyone with a driver's license issued in Mexico from the licensing requirements that American truckers must meet. With 85 percent of all commerce between the U.S. and Mexico carried by truck, the implications are distressing.

For example, Mexican drivers will be exempted from California's special certification requirements for truckers who haul double-trailers and hazardous waste. Also, the question of insurance liability is left unanswered. What will accidents involving uninsured Mexican drivers do to overall insurance rates in the U.S.?

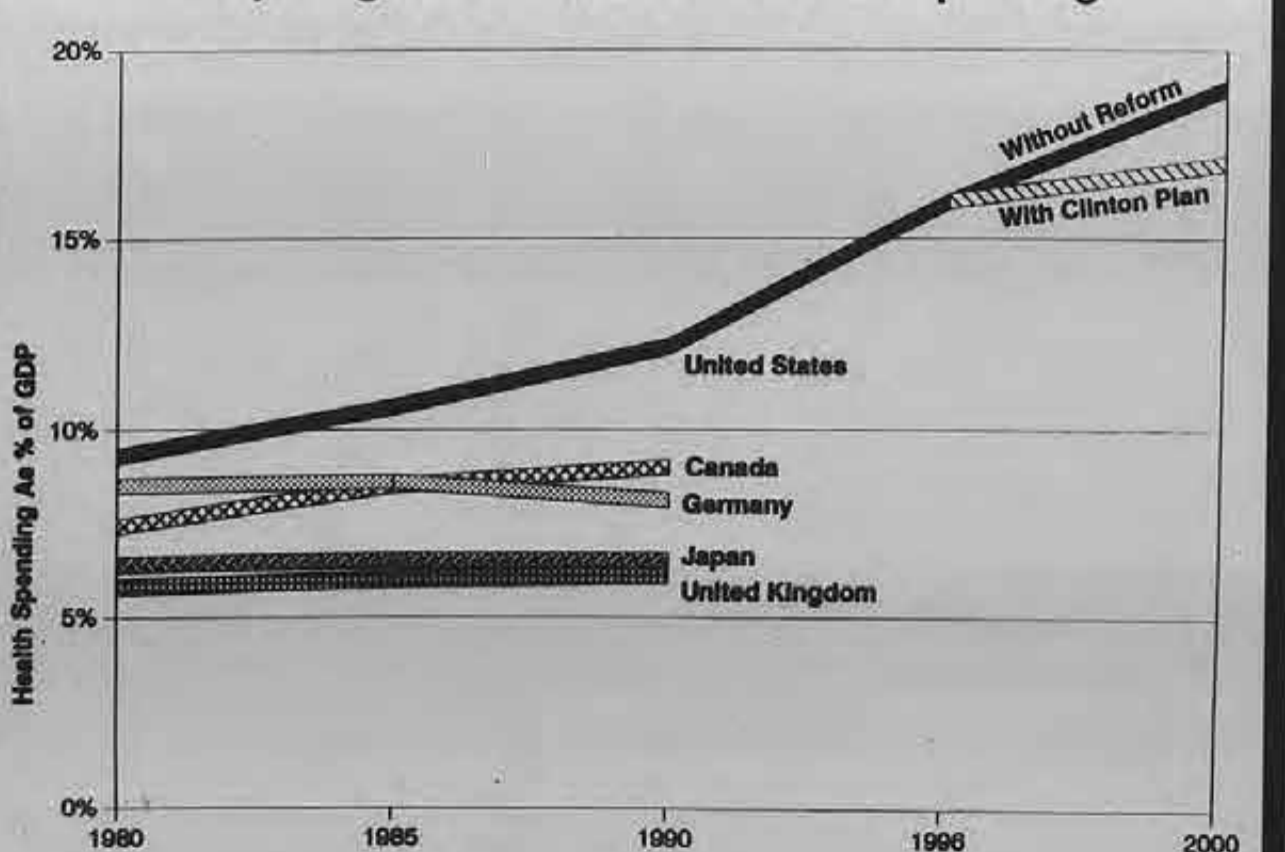
Finally, U.S. truck drivers will be forced to compete with Mexican workers who make as little as \$7 a day.

5. Other Countries Will Use Export Platform

NAFTA surely will divert Asian and European investment to Mexico that otherwise might come into the U.S. Additionally, other nations will use Mexico as an export platform into the U.S.

Mercedes-Benz, for example, is setting up facilities to produce buses and luxury cars in Mexico in anticipation of NAFTA. China is building a major textile and apparel center in Mexico to produce products to export to the U.S.

Comparing Five Nations' Health Care Spending



Source: OECD, White House

Note: Graphic shows what five nations spent on health care from 1980 to 1990, plus U.S. projected spending with and without enactment of President Clinton's health care reform plan.

Digest of Ships 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.

1ST LT. JACK LUMMUS

(Amsea), April 4—Chairman K. Johnson, Secretary L. Oram, Educational Director P. Kwasnjuk, Steward Delegate E. Lore. Chairman reported message received from headquarters concerning hazardous duty pay. Treasurer reported \$242.58 in ship's fund. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crewmembers asked contracts department to clarify sanitation duties. Crewmembers donated money toward AB James McCarthy's trip home due to death in family. Next port: Somalia.

GUS DARNELL (Ocean Shipholding), June 6—Chairman John Wolff, Secretary David Smith, Educational Director Raymond Prall, Deck Delegate Tan Ah Joon, Engine Delegate Ali Alfaqih, Steward Delegate Timothy Dowd. Chairman discussed 45-day voyage around South America and reminded crewmembers to conserve water, put plastic in proper place and not to slam doors. He announced the addition of TV to crew lounge and reported excellent group of ABs aboard. Secretary reported good steward department on duty for voyage. Educational director urged crewmembers to use small cycle on washing machine when doing laundry. He encouraged members to upgrade skills at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to look into improved dental coverage. Crew gave vote of thanks to steward department for job well done. Captain announced ship will be fumigated while in shipyard in July.

LNG AQUARIUS (ETC), June 26—Chairman Carlos Pineda, Secretary F. Robertson, Educational Director W. Fay. Chairman announced contract extension. Educational director reminded members to upgrade at Lundeberg School. Treasurer reported \$500 in movie fund and \$39 in ship's fund. No beefs or disputed OT reported. Chairman reminded crewmembers to return to ship at least one hour before sailing time. He also reminded crew to keep noise down when docking and undocking late at night.

LNG ARIES (ETC), June 27—Chairman Billie Darley, Secretary R. Brown, Educational Director D. Panko, Deck Delegate P. Funk, Engine Delegate Richard Robertson, Steward Delegate Udjang Nurdjaja. Chairman reported captain is happy with how crew has performed duties. Secretary reminded crew of importance of acting properly while ashore. Treasurer reported \$447 in ship's fund. Chairman reported telex received from company announcing contract extension through August 16. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for excellent food and service. Chairman reminded members to secure weight room after use to avoid problems in rough seas. Next port: Himeji, Japan.

PAUL BUCK (Ocean Shipholding), June 27—Chairman D. Ellette, Secretary M. Brinn, Educational Director James Robbins, Deck Delegate Jack Cockron, Engine Delegate Karl Friebe, Steward Delegate Adolphus Young. Chairman announced new washer and mattresses came aboard in Norfolk, Va. He discussed payoff and orders to load in Yanbu, Saudi Arabia and discharge in Sasebo, Japan. Crewmembers advised to purchase personal items at

next port. Educational director urged members to upgrade at Paul Hall Center and donate to SPAD. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Chairman read telex concerning contract extension. Captain, who reported aboard in Norfolk, gave each department vote of thanks for clean ship after coming out of shipyard. Next port: Thule, Greenland.

SEA-LAND EXPEDITION (Sea-Land Service), June 27—Chairman Paulino Flores, Secretary E. Vazquez, Educational Director Dan Beeman. Chairman reported smooth trip without problems. Secretary asked contracts department to advise members of contract results. No beefs or disputed OT reported.

SEA-LAND EXPRESS (Sea-Land Service), June 3—Chairman Ray Ramirez, Secretary G. Bryant, Educational Director L. Cowan, Deck Delegate Larry Long, Engine Delegate Bryan Honeycutt, Steward Delegate Fadel Abdulla. Chairman discussed possibility of ship payoff immediately upon arrival in port. No beefs or disputed OT reported. Crew discussed rotating duties for cleaning of recreation area and daily sanitary. Crew also discussed smoking policy in mess room and gave vote of thanks to galley gang for good food.

SEA-LAND PERFORMANCE (Sea-Land Service), June 6—Chairman E. Bronstein, Secretary R.G. Griswold, Educational Director D. Johnson, Steward Delegate James O'Reilly. No beefs or disputed OT reported. Crew asked contracts department to look into amending shipping rules with regard to federal family leave law and improve pension benefits. Next port: Charleston, S.C.

SEA-LAND PRODUCER (Sea-Land Service), June 13—Chairman Jack Edwards, Secretary Jennifer Jim, Educational Director Jim Smitko. Chairman discussed end of shuttle services for Sea-Land vessels in all ports as announced on May 13. Chairman announced ship's arrival in Oakland, Calif. and estimated time of departure. Educational director noted new courses at Piney Point and encouraged members to upgrade skills. Treasurer reported \$55 in crew's fund. No beefs or disputed OT reported. Crew requested treasurer post list of movies bought with fund including updates on remaining funds. Crew gave vote of thanks and appreciation to steward department for job well done.

SEA-LAND SPIRIT (Sea-Land Service), June 6—Chairman R. Clemente, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate T. Doi, Engine Delegate C. Mendeiros, Steward Delegate F. Maliga. Crew gave vote of thanks to galley gang for job well done. Next port: Honolulu.

SEA-LAND VALUE (Sea-Land Service), June 3—Chairman George Wilson, Secretary A. Hassan, Educational Director R. Kitlas. Chairman reported good crew and officers aboard with fine job performed by steward department. Crew reported lounge needs two new chairs and also requested new pillows and linens. Crew gave vote of thanks to steward department. Next port: Elizabeth, N.J.

SEALIFT ANTARCTIC (IMC), June 6—Chairman Steve Handsford, Secretary James Swart, Educational Director Jim Fox, Engine Delegate

Martin Reedy, Steward Delegate Mohsin Abdulla. Chairman extended welcome to new Seafarers and announced additional crewmembers boarding in San Diego. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported.

SEALIFT INDIAN OCEAN (IMC), June 1—Chairman Bob Pagan, Secretary Roy Royals, Deck Delegate Jim World, Engine Delegate Mike Ricci, Steward Delegate Ray Rodriguez. Chairman reported TV and VCR need repair. Crew requested chairs for mess hall and lounge area be repaired or replaced. Treasurer reported \$196 in ship's fund. Crew requested respirators and masks for those members who clean tanks. Secretary reported limited stores and announced company's budget for stores, cleaning supplies, plates and forks not adequate. He reported menus very limited. Educational director encouraged members to upgrade at Paul Hall Center and reminded them of program available to anyone with drug or alcohol problems. He also led a discussion on AIDS and what can be done to prevent acquiring the disease. Beefs and disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Crew reported no rotation of movies. Crew asked contracts department to send information regarding clothing allowance for tank cleaning. Steward department reported microwave needs repair or replacement due to hole in door. Crew reported slop chest needs to be stocked with more than cigarettes, especially toiletries such as toothpaste. Crew reported company needs to buy light bulbs. Next port: Gaeta, Italy.

USNS TENACIOUS (USMMI), June 3—Chairman Roy Conn, Secretary John Reid, Educational Delegate Danny Alteman, Deck Delegate Ron Mercer, Engine Delegate Howard Hendra, Steward Delegate Eddie Pippins. Crew elected new chairman and delegates and discussed information regarding upgrading at Piney Point.

CAPE HENRY (IOM), July 11—Chairman T.S. Votsis, Secretary B. Fletcher, Educational Director I. Rousseau, Deck Delegate Victor Tamulis, Engine Delegate Kevin Hall, Steward Delegate Gordon Wheeler. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew requested more information concerning union affairs and Seafarers LOGs be sent to ship. Chairman announced vessel will be laid up after seven months of duty. Crew asked contracts department to look into pension increases. Crew thanked galley gang for very good job. Deck department commended by MSC and MarAd for efforts in keeping vessel in excellent condition. Crew reported waiting for results of contract negotiations. Next port: Norfolk, Va.

CHARLES L. BROWN (Transoceanic Cable), July 10—Chairman J. Harrington, Secretary B. Kamliya, Educational Director William Carroll. Chairman reported first aid kits for steward and engine departments ordered. He announced union holiday on August 20 honoring the late SIU President Paul Hall. Treasurer reported \$500 in ship's fund. Deck delegate reminded deck department members to use caution with new table saw. No beefs or disputed OT reported. Chairman announced letter from company regarding contract extension. Crew reported engine department replaced pipe on deck.

CHARLESTON (Apex Marine), July 18—Chairman A. Maben, Secretary B. Daniels, Educational Director Tony Mohammed, Deck Delegate G. Ortiz, Engine Delegate Joseph Saxon, Steward Delegate Angel Correa. Chairman discussed foreign-flag threat by Sea-Land and acquisition of 68 Ready Reserve

Force ships. Secretary informed crew of vacation, medical and change of address forms in crew lounge. Educational director stressed importance of utilizing Piney Point facility for upgrading job skills as well as GED and college courses. No beefs or disputed OT reported. Chairman distributed union pamphlets and literature to crewmembers. Chairman commended GSU Silverio Arana for doing good job in keeping mess room clean and urged crew to keep eating areas tidy. Chairman reported clothes iron for crew ordered, and crew gave special thanks to steward department. Next port: Groton, Conn.

INGER (Sealift Bulkers), July 25—Chairman Theodore Bush, Secretary Vincent Sanchez Jr., Deck Delegate Bernard Wilson, Engine Delegate Robert Caldwell, Steward Delegate Rehuel Ascano. Chairman reported payoff in Galveston, Texas and announced repair list will be submitted to captain and patrolman. He

department for clarification. Secretary reported smooth sailing with great group of union brothers. He thanked crewmembers for keeping mess hall and ship house clean. Educational director urged members to keep attending Paul Hall Center to upgrade. No beefs reported. Chairman reported food prices keep going up but not company food budget. Crew asked contracts department for clarification on transportation pay. Crew gave vote of thanks to galley gang for making do with low stores. Next port: Stapleton, N.Y.

ITB NEW YORK (Sheridan Transportation), July 31—Chairman J. Harris, Secretary G. Schwartz, Educational Director Michael Vacca, Deck Delegate D. Tuten, Engine Delegate P. Ramos, Steward Delegate Mat Scott. Chairman reported ship in good shape. Educational director discussed benefits of upgrading skills at Piney Point. No beefs or disputed OT reported. Crew

Nearly Two Centuries of Experience



The 8-12 watch aboard the PFC Eugene A. Obregon brings a combined total of 194 years to the job. From left are AB Robert Lambert, 63; Third Mate Edwin Rutter, 65; and AB Reeves Hornby, 66. All three have sailed for many years on all types of ships. The above photo was taken during a recent underway replenishment exercise with the US Navy tanker Joshua Humphreys, 100 miles southeast of Bermuda.

reminded crewmembers signing off to leave room neat and clean for next person. No beefs or disputed OT reported. Engine delegate reported drain in engine department shower needs to be unclogged. Crew gave vote of thanks to galley gang for job well done.

ITB BALTIMORE (Sheridan Transportation), July 4—Chairman Jimmy Rogers, Secretary Andrew Hagan, Educational Director Paul Honeycutt, Deck Delegate Anthony Heinoldt, Steward Delegate John Padilla. Crew asked contracts department for information concerning status of new contract. Bosun congratulated Recertified Steward Andrew Hagan for being awarded four-year SIU scholarship and wished him luck in future studies. Crew gave thanks to steward department and John Padilla who is signing off for vacation. Next port: Charleston, S.C.

ITB JACKSONVILLE (Sheridan Transportation), July 1—Chairman Luke Wells, Secretary Richard Worobey, Educational Director Spiros Perdikis, Steward Delegate S. Suraredjo. Chairman reported crew TV needs repair and announced deck department needs summer work clothing provided by company. He announced payoff and stated vessel heading to St. Croix, V.I. Chairman also encouraged crewmembers to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into increasing medical benefits for dependents. Chairman reminded crew no smoking in crew mess during meal hours.

ITB MOBILE (Sheridan Transportation), July 26—Chairman Fred Jensen, Secretary Pedro Sellan, Educational Director C. Rodriguez, Deck Delegate J. McCormick, Engine Delegate A. Salim, Steward Delegate T. Quammie. Chairman announced contract negotiations extended for 60 days. He reported disputed OT in all departments due to sailing time and asked contracts

reported deck, engine and steward departments have worked as family and everyone is happy. Crew gave special thanks to galley gang for 4th of July feast. Next port: St. Croix, V.I.

LIBERTY BELLE (Liberty Maritime), July 18—Chairman Benedict Born, Deck Delegate Eddie Hall, Engine Delegate T. Ripoll, Steward Delegate John Foster. Chairman reported company will purchase iron and new furniture for day room and crew mess. Discussion was held on finding way to secure lounge and mess while in port.

LIBERTY WAVE (Liberty Maritime), July 23—Chairman Jorge Osorio, Secretary E. Hagger, Educational Director Fred Tierney. Chairman reported good trip with crew and announced payoff. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew discussed vacation pay and gave vote of thanks to steward department for job well done.

LNG CAPRICORN (ETC), July 25—Chairman Charles Kahl, Secretary Norman Duhe, Educational Director P. Wolf, Deck Delegate Thomas Harding, Engine Delegate Robert Rice, Steward Delegate Perry McCall. Chairman asked all departments to work together to make life easier for all and create safe and happy ship. He also urged members to support SPAD. Educational director reminded members to take advantage of Paul Hall Center. No beefs or disputed OT reported. Chairman read telex on contract extension. Crew thanked galley gang for job well done. Next port: Arun, Indonesia.

LNG LEO (ETC), July 25—Chairman Robert Schwarz, Secretary Henry Jones Jr., Deck Delegate G. Keblis, Steward Delegate I. Solomons. Chairman announced he just came aboard and looks forward to working with crew. He reported he had not received an update concern-

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Ships Digest

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ing contract. He encouraged members to support American-flag shipping and donate to SPAD. Educational director urged crew to take advantage of upgrading classes at Piney Point. He also reminded members to donate to SPAD. No beefs or disputed OT reported. Chairman reported crewmembers doing good job keeping recreation room and mess hall clean. He reminded everyone not to yell in passageways and to respect shipmates. Crew gave vote of thanks to steward department for excellent meals. Next port: Arun, Indonesia.

1ST LT. JACK LUMMUS (Amsea), July 4—Chairman Kelly Devine, Secretary Anthony Curran, Deck Delegate Don Defforio, Steward Delegate Debora Grendahl. Educational director urged members to take advantage of Lundeberg School facilities to upgrade skills. Treasurer reported \$344 in ship's fund and reported some money will be used toward purchase of new movies. No beefs or disputed OT reported. Crew discussed benzene testing requirements to receive shipping card. Crew discussed movies to add to library. Next port: Newport News, Va.

MAJOR STEPHEN W. PLESS (Waterman Steamship), July 25—Chairman Bernard Hutcherson, Secretary Tony Piazza, Educational Director G. Wallis, Deck Delegate Fred Hunter, Engine Delegate Felix Miralda. Disputed OT and beefs reported by deck and steward delegates. Crew discussed what would happen if water was contaminated and if bottled water for drinking and cooking was used. Crew agreed to hold union meetings more often to minimize problems. Chairman read excerpts from union contract.

MAYAGUEZ (Puerto Rico Marine), July 4—Chairman Albert Caulder, Secretary L. Ewing, Educational Director E. Richman. Chairman announced payoff in Norfolk, Va. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crewmembers discussed 30-day emergency leave plan for members. Crew gave vote of thanks to galley gang and requested new TV and toaster.

NORTHERN LIGHTS (IOM), July 25—Chairman Ray Waiters, Secretary Kenneth Whitfield, Educational Director K. Jordan, Deck Delegate T. Jackson, Engine Delegate Charles Kennedy, Steward Delegate Christopher Green. Chairman reported new items on order. Secretary said captain praised crewmembers' work and reported payoff will be at sea. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Next port:

Tacoma, Wash.

OMI LEADER (OMI), July 25—Chairman Patrick Rankin, Secretary Michael Davalie, Educational Director Alvin Markowitz, Deck Delegate Tommie Vines Sr., Engine Delegate Bruce Korte, Steward Delegate Stanley Krzyosiak. Chairman reported new dryer in crew laundry needed. He also gave special thanks to entire crew for fine job. Educational director encouraged members to upgrade at Paul Hall Center. Beef reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Crew requested new furniture in crew lounge.

OOCL INNOVATION (Sea-Land Service), July 11—Chairman John Bertolino, Secretary Edward Collins, Educational Director Harry Messick, Deck Delegate Douglas Hodges, Engine Delegate Peter Hausmann, Steward Delegate Radmes Cosme. Chairman announced arrival in Charleston, S.C. with payoff that morning. He reminded crew purpose of SPAD and urged donations. Secretary thanked crew for keeping pantry clean and advised members to attend Piney Point and upgrade skills as soon as possible. Treasurer reported \$70 in ship's fund. Disputed OT reported by deck delegate. No beefs or disputed OT reported by engine or steward delegates. Crew thanked chief steward, chief cook and GSU Jose Bermudez for jobs well done.

OVERSEAS ALASKA (Maritime Overseas), July 18—Chairman A. J. Eckert, Secretary J. Weed, Educational Director T. Kreutzer, Deck Delegate G.R. Christianson, Engine Delegate J. Brown, Steward Delegate J. Garton. Chairman reported captain will have payoff as soon as money arrives. Educational director reminded members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to SIU President Michael Sacco for the work he's done for membership. Crew reported new pillows and mattresses needed. Next port: Anacortes, Wash.

OVERSEAS HARRIETTE (Maritime Overseas), July 25—Chairman P. Victor, Secretary Howard Williams, Deck Delegate P. Baker, Engine Delegate W. Bloodworth, Steward Delegate Heath Bryan. Secretary announced this is second trip to Klaipeda, Lithuania with load of corn. No beefs or disputed OT reported. Crew noted *Seafarers LOGs* and ship's mail received in English Channel and new washing machine for crew arrived. They reported pleasant voyage where everyone respects each other and gave special thanks to gourmet chefs Howard Williams and Heath Bryan for excellent food. Crew reported crew mess overhead needs repair.

OVERSEAS NEW ORLEANS (Maritime Overseas), July 18—Chairman Sonny Pinkham, Secretary D. Brown, Educational Director Gerald

Daley, Deck Delegate Emanuel Gazner, Engine Delegate James Skubna, Steward Delegate Edward Winne. Chairman reported Patrolman Mike Calhoun serviced vessel in Houston. Educational director reminded members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew reported July *Seafarers LOGs* received. Crewmembers gave vote of confidence to contracts department in negotiating to "keep meat on our tables." Crew reported air conditioning running warm. Chairman thanked all departments for jobs well done. Crewmembers observed moment of silence for departed brothers and sisters. Next port: Stapleton, N.Y.

PFC JAMES ANDERSON (Maersk Lines), July 11—Chairman T. Anderson, Secretary H. Wildermuth, Educational Director L. Cochran, Deck Delegate James Hallstone, Steward Delegate Earl Castain. Educational director urged members to take advantage of upgrading program at Piney Point. Treasurer reported \$200 in ship's fund. No beefs or disputed OT reported. Deck and engine delegate gave special recognition to galley gang for excellent job. Chairman reminded members to keep dues paid up in full. Next port: Diego Garcia.

SAM HOUSTON (Waterman Steamship), July 2—Chairman Bobby Riddick, Secretary C. Rooks, Educational Director E. Neathery, Deck Delegate James Walker, Steward Delegate Ronnie Moore. Chairman asked contracts department to send all correspondence directly to bosun and not to officers. Crew reported mail not being received once on ship. Chairman reminded crewmembers to keep noise down.

SEA-LAND ACHIEVER (Sea-Land Service), July 25—Chairman James Davis, Secretary Felipe Orlanda, Educational Director A. Quinn, Engine Delegate Sheldon Greenberg, Steward Delegate Jose Santos. Chairman reported radio officer announced telegram received from SIU headquarters regarding Sea-Land efforts to go foreign-flag but chairman had not received copy.

SEA-LAND ATLANTIC (Sea-Land Service), July 25—Chairman Calvin James, Secretary F. Costango, Educational Director Kevin DeSue, Deck Delegate James Rush, Steward Delegate Donald Williams. Chairman discussed cleaning of crew lounge and asked members not to leave dirty dishes in lounge overnight. Chairman reminded crew to check heat and air conditioning vents and asked members keep mess room furniture in good condition. Secretary announced all cargo will be discharged between New York and Boston and ship will go into shipyard in Norfolk, Va for 7-8 days. He announced no layoffs. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received and distributed to all departments. Crew approved motion that air cooling and heating units and bulkheads be cleaned once a month and painted each year. Next port: Boston.

SEA-LAND DEFENDER (Sea-Land Service), July 9—Chairman G.M. Westphal, Secretary John Alamar, Educational Director Joe Barry. Chairman reported receiving second-hand information regarding Sea-Land ships going foreign-flag but telegram from SIU headquarters had not yet arrived. Educational director urged members to upgrade skills at Lundeberg School and reminded them all information available aboard ship. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND DISCOVERY (Sea-Land Service), July 17—Chairman A. Trikoglou, Secretary J. Colls, Educational Director J. Shuler, Deck Delegate E. Ortega, Engine Delegate J. Guaris, Steward Delegate A. Colon. Chairman reported everything running smoothly with ship out of shipyard. Secretary gave vote of thanks to deck department for good paint job in passageways. He reported new water cooler needed in

mess room. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), July 11—Chairman Elex Cary Jr., Secretary E.M. Douroudous, Educational Director R. Chapman. No beefs or disputed OT reported. Crew reported everything running smoothly.

SEA-LAND EXPRESS (Sea-Land Service), July 11—Chairman Ray Ramirez, Secretary G. Bryant Jr., Educational Director A. Bell, Deck Delegate Timothy Smith, Engine Delegate Gebar Ogbe, Steward Delegate Fadel Abdulla. Disputed OT reported by steward delegate. No beefs or engine delegates. Chairman reminded crewmembers no smoking in mess room during meals. Next port: Tacoma, Wash.

SEA-LAND INNOVATOR (Sea-Land Service), July 11—Chairman Claude Dockrey, Secretary Jose Bayani, Educational Director Warren Wright, Deck Delegate Charles Howell, Engine Delegate Frank Alshair, Steward Delegate Rafaelita Griego. Secretary gave vote of thanks to deck and engine departments for clean ship inside and out. No beefs or disputed OT reported. Crew discussed Sea-Land announcement to re-flag. Chairman reminded crewmembers to clean cabin before signing off. Next port: Long Beach, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), July 25—Chairman Werner Becher, Secretary Ceasar Blanco, Educational Director Walter Stevens, Deck Delegate K. Hagar, Steward Delegate Virgilio Hofmann. Chairman reminded crewmembers to keep rooms locked while in port because ship's VCR was stolen in Oakland, Calif. Secretary announced intention of keeping in touch with chairman concerning daily events. Educational director reported crew well informed. No beefs or disputed OT reported. Crew discussed negotiation extension.

SEA-LAND PACER (Sea-Land Service), July 18—Chairman Lance Zollner, Secretary W. Wroten, Educational Director S. Acosta, Deck Delegate Rudy Asopardo, Engine Delegate Sonny Acosta, Steward Delegate Jim Abellano. Chairman reported he called contracts department for information on Sea-Land's efforts to go foreign-flag. He reported Vice President Contracts Augie Tellez stated union is working through Congress and other avenues to prevent this from occurring. Chairman discussed Department of Defense policy of allocating monies to vessels with military capabilities. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Members requested information concerning negotiations and foreign-flag transfers. Next port: Yokohama, Japan.

SEA-LAND PERFORMANCE (Sea-Land Service), July 11—Chairman R. Moss, Secretary Gary Griswold, Educational Director Arthur Rhymes. Chairman announced notice from headquarters regarding 60-day extension on contract. Chairman discussed retirement benefits and seafarers with crewmembers. No beefs or disputed OT reported. Chairman discussed letter from headquarters concerning Sea-Land's petition to MarAd to re-flag 13 ships. Crewmembers asked contracts department to look into union complying with new federal law allowing up to 12 weeks personal leave without loss of job. Crew also asked contracts department to look into amending shipping rules regarding length of time per voyage. Next port: Boston.

SEA-LAND PRODUCER (Sea-Land Service), July 16—Chairman Jack Edwards, Secretary Jennifer Jim, Educational Director Jim Smitko. Chairman reported arrival in Oakland, Calif. on Tuesday July 13 at

2400. He informed crew information from SIU headquarters has not been sent to ship concerning Sea-Land's recent statement to re-flag 13 ships. He reminded crewmembers signing off to clean rooms and refurbish with

Ambassadorial BBQ



Chief Cook Floyd Bishop does some grilling on the deck of the Crowley Ambassador.

clean linens for new persons coming aboard. Treasurer reported \$55 in ship's fund. Beef and disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegate.

SEA-LAND SPIRIT (Sea-Land Service), July 4—Chairman R. Clemente, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate T. Doi, Engine Delegate C. Medeiros, Steward Delegate G. Lee. No beefs or disputed OT reported. Crew reported couch and chair in crew recreation room need to be reupholstered. Crew gave vote of thanks to steward department for job well done. Next port: Honolulu.

SEA-LAND SHINING STAR (Sea-Land Service), July 6—Chairman Joseph Colangelo, Secretary Miguel Pabon, Educational Director Thomas Prisco, Deck Delegate Hernando Bansuelo, Engine Delegate Gary Mitchell, Steward Delegate Allan Sim. Educational director urged members to upgrade at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT by engine or steward delegates. Chairman praised members upgrading at Lundeberg School and stressed importance of advancing oneself through education.

SEA-LAND TACOMA (Sea-Land Service), July 8—Chairman Robert Stuverud, Educational Director C. Piper. Treasurer reported \$715 in ship's fund. Chairman noted two-month extension on contract and Sea-Land's announcement to transfer 13 ships to foreign-flag. Crewmembers discussed retirement benefits and thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), July 4—Chairman L.E. Watson, Secretary J. Johnson, Educational Director R. Risbeck, Deck Delegate George Vukmir, Engine Delegate Ronald Swanson, Steward Delegate Mohamed Shibly. Chairman handed out sample letter to union members to send to U.S. representatives and senators in support of legislation for revitalization of U.S. merchant marine. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for great food and salad bar.

SEA-LAND VALUE (Sea-Land Service), July 9—Chairman George Wilson, Secretary A. Hassan, Educational Director Steve Miller. No beefs or disputed OT reported. Crewmembers discussed Sea-Land's announcement to re-flag vessels and reported feelings of sadness and anger. Secretary said new towels received and gave vote of thanks to steward depart-

The Perfect Splice



Deck department members aboard the USNS Wilkes splice a large eye in one of the ship's mooring lines. Instructing in proper splicing procedures aboard the oceanographic survey ship is Bosun "Skip" Yager (right). Chief Mate Fred Smallwood observes while AB Jake Jacobs and OSs John Kaack and Matt Sandy work on the splice.

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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.

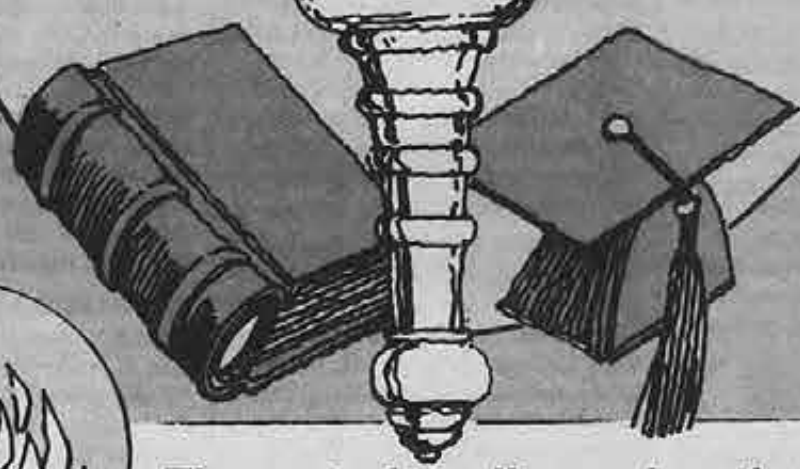
EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed,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

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.

Scholarship Opportunities for Seafarers



The cost of a college education continues to rise each year. But for Seafarers and their dependents, help in realizing their educational goals is available in the form of \$15,000 and \$6,000 awards from the Seafarers Scholarship Program.

ELIGIBILITY In 1994, the union will offer seven scholarships. Four are set aside for the children and spouses of Seafarers. Each of these four scholarships is for \$15,000 to be used at a four-year college or university. The other three are for Seafarers themselves. One of the awards is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and may be used for study at a community college or vocational school.

Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains an application form. It is available by filling out and returning the coupon below to the Seafarers Welfare Plan.

DEADLINES Completed applications with all necessary information included **MUST** be mailed and postmarked **ON** or **BEFORE APRIL 15, 1994.**

The SAT and ACT exams are given approximately six times a year on specified dates. Applicants should be sure to take whichever exam is required by the college or trade school they plan to attend. (Tests must be taken by **FEBRUARY 1994** to ensure the results will be available for inclusion in the scholarship application package.)

Scholarship recipients must enroll in a college or trade school and notify the Seafarers Welfare

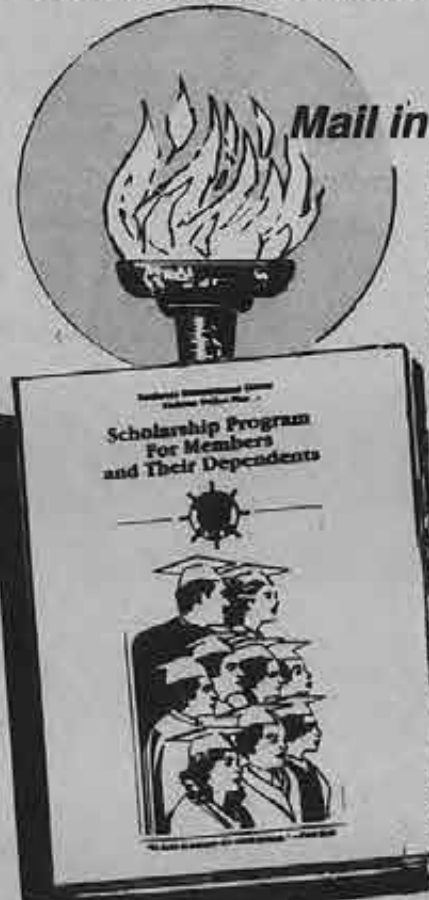
Plan of their admission by **AUGUST 1, 1994.** Winners of the \$15,000 award must complete the program within six years. Seafarers who receive the \$6,000 award must complete their programs in four years.

CHECKLIST The deadline for applying is April 15, 1994. Completing the application form, itself, is not very difficult. What will take more time, however, is gathering all the other necessary paperwork. Items that will need to be postmarked by that date for review by the Scholarship Committee include:

- Scholarship application
- Autobiographical statement
- Photograph
- Certified copy of birth certificate
- High school transcript and certification of graduation or official copy of high school equivalency scores.
- College transcript
- Letters of reference
- SAT or ACT test results.

Remember, it will take time to gather all this information. Plan ahead to make sure everything will be collected in time. Some schools can be slow in handling transcript requests, so applicants should ask for them as soon as possible. Also, now is a good time for the applicant to start thinking about who should be asked to write letters of recommendation.

Mail in this coupon for more application details:



Please send me the 1994 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and the application form.

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

Self

Dependent

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

Ships Digest

Continued from page 22

ment for job well done. Next port: Elizabeth, N.J.

SEALIFT ARABIAN SEA (IMC), July 20—Chairman J.T. Prather, Secretary Fred Clark, Deck Delegate Kimberly Clark, Engine Delegate Charles Mispagel, Steward Delegate A. Avila. Crew gave vote of thanks to galley gang for great food and good service. Next port: Martinez, Calif.

SEALIFT INDIAN OCEAN (IMC), July 24—Chairman Mike Moore, Engine Delegate Victor Mondecki, Steward Delegate E. Rodriguez. Chairman read president's report from July *Seafarers LOG*. Treasurer reported \$200 in ship's fund for VCR and new tapes. Bosun requested union patrolman visit vessel as soon as possible. No beefs or disputed OT reported. Steward delegate reported trouble acquiring stores. Crew reported need for new dryer and refrigerator.

STONEWELL JACKSON (Waterman Steamship), July 11—Chairman Carl Lineberry, Secretary Victor Acevedo, Educational Director L.V. Hargesheimer, Engine Delegate M. Hill. Educational director encouraged members to attend Paul Hall Center. Treasurer reported \$675 in movie fund. No beefs or disputed OT reported. Crew requested new mattress for each bunk. Next port: Newport News, Va.

SUGAR ISLANDER (Pacific Gulf Marine), July 2—Chairman Michael Thornton, Deck Delegate Charles McPherson, Engine Delegate Hermus Patrick, Steward Delegate Roberto Escobar. Chairman reported carpets replaced and tiles installed in engine department, and shampoo and vacuum cleaner needed. He also reported smooth sailing and reminded members to utilize Piney Point facilities for upgrading. Secretary reported smooth cruise with good crew. He thanked crewmembers for keeping ship tidy. Educational director reminded members upgrading is key to future. He also reminded crewmembers to turn in all movies before arriving in port. Treasurer reported \$400 in ship's fund. No beefs or disputed OT reported. Chairman gave vote of thanks to ABs and entire crew for assembling and delivering clothes, toys, medicine, food and candy to children in orphanages in Klaipeda, Lithuania. Crew reported looking forward to doing same next trip. Crew gave vote of thanks to steward department. Next port: New Orleans.

USNS KANE (Bay Ship Management), July 11—Chairman Joe Jenkins, Secretary Jeff Smith, Steward Delegate Marcelino Andino. Chairman announced recreation fund will be used for purchase of videotapes and refreshments for dockside crew party in Naples, Italy. Educational director discussed importance of upgrading at Lundeberg School. Chief Steward Smith announced he had just returned from baking course there and praised quality of instruction and facilities. Treasurer reported \$595.60 in ship's fund. Disputed OT reported by steward delegate. No beefs or disputed OT reported by deck or engine delegate. Deck delegate noted concern by deck department members regarding explosives in cargo aboard ship and asked contracts department for detailed information concerning explosives. Chairman announced ship selected to host annual "Project Marco Polo" conducted by U.S. Navy Oceanographic Office in coordination with National Geographic Society. He reported project designed to foster interest in oceanography and ocean sciences. The best and brightest high school science students and teachers are selected to participate in short cruises to give them hands-on experience in physical oceanography.

USNS WILKES (Bay Ship Management), July 26—Chairman Skip Yager, Secretary K. Dougherty, Educational Director C.J. Brown, Deck Delegate Tom Skubina, Engine Delegate Mike Reuter, Steward Delegate Don Mann. Chairman praised crew on appearance of vessel and thanked everyone for working extra hard preparing for quality evaluation inspection. He also thanked steward department for great chow. Treasurer reported \$313 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into length of stay aboard vessel for crewmembers and back safety bonuses not received. Crew reported soda machine not full. Crew gave special thanks to Adelle George for her tour of cheerful and good service as crew mess person. Crew reported *Seafarers LOGs* not being received in timely manner. Next port: Sasebo, Japan.

AMERICAN KESTREL (Osprey Shipping), August 12—Chairman John Higdon, Secretary X. Aquino, Educational Director Joe Overstreet, Deck Delegate Jerry Smith, Steward Delegate Brenda Cheatham. Chairman asked contracts department to provide ship with detailed information regarding contract negotiations. Educational director encouraged members to upgrade at Lundeberg School. Deck delegate asked contracts department for clear description of watch procedures and payment of overtime. Engine delegate reported disputed OT. Steward delegate reported beef. Crew reported excellent communication on ship. Crew requested patrolman next port. Steward delegate noted outdated stores coming aboard ship.

ITB PHILADELPHIA (Sheridan Transportation), August 1—Chairman V.T. Nielsen, Secretary F. DiCarlo, Educational Director M. Rullan, Deck Delegate C. Brown, Engine Delegate Carlos Bonafont, Steward Delegate Jack Hart. Steward delegate gave vote of thanks to crew for keeping ship clean. Crew requested new TV. Next port: New York.

LNG AQUARIUS (ETC), August 15—Chairman Carlos Pineda, Secretary F. Robertson, Educational Director W. Fay, Deck Delegate Bobby Branham, Engine Delegate Wesley Wise. Chairman reported smooth sailing and commented on improved food since Chief Steward Robertson and Cook M. Buck signed on. Chairman announced Executive Vice President Joe Sacco and SIU Representative Sal Aquia in Japan; crew will have chance to discuss contract with them while in port. Educational director urged members to upgrade at Paul Hall Center. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Chairman discussed safety and stressed all crewmembers should be careful on deck when chipping is being done and grease is present. He also reminded crew to keep noise down and be careful in weight room. Next port: Himeji, Japan.

OMI SACRAMENTO (Ogden Marine), August 8—Chairman Ray Gorju, Secretary T. Davalle, Educational Director Alton Hickman. Chairman advised crewmembers contract issues being worked out by union and companies and reminded them current contract still valid. Secretary thanked crew for being cooperative with galley gang and commented on wonderful crew aboard ship. Educational director thanked crewmembers for job well done and encouraged them to upgrade at Lundeberg School. He also discussed importance of upgrading. No beefs or disputed OT reported. Chairman reported telex from headquarters regarding extension of contract posted. Educational director discussed importance of contacting congressmen concerning Sea-Land's announcement to re-flag. Crew thanked steward department for job well done. Crew reported slow mail service and *Seafarers LOGs* not being received. Next port: Baltimore.

OVERSEAS NEW YORK (Maritime Overseas), August 1—Chairman Sal Lagare, Secretary Tobe Dansley Jr., Educational Director C. Boudreaux, Deck Delegate W. Sellers, Steward Delegate C. Gooch. Chairman announced contract negotiations continue and new agreement should be reached in next 60 days. Secretary urged members who have never upgraded to visit Piney Point and upgrade for higher ratings and enjoy school's beautiful surroundings. Educational director reminded members upgrading means more pork chops on table and encouraged all eligible crewmembers to upgrade. No beefs or disputed OT reported. Crew reported washing machine and dryer need repairs. Crew thanked galley gang for good food. Crew requested new microwave and suggested professional fumigation once every 30 days. Crew reported all members happy and requested new linens aboard vessel. Next port: Honolulu.

PFC JAMES ANDERSON (Maersk Lines), August 7—Chairman T. Anderson, Secretary Hugh Wildermuth, Educational Director L. Cockrane, Deck Delegate J. Hailstone, Steward Delegate E. Castain. Chairman reported outstanding SIU crew aboard vessel with all hands working together for better ship. He also reported ship has best galley gang in Diego Garcia with delicious food. He complimented deck department on hard work getting vessel back in shape after Somalia. Educational director urged members to upgrade at Paul Hall Center. Treasurer reported \$300 in ship's fund. No beefs or disputed OT reported. Next port: Diego Garcia.

SEA-LAND ANCHORAGE (Sea-Land Service), August 4—Chairman Garry Walker, Secretary Scott Opsahl, Educational Director Marvin Wells, Deck Delegate Jusuf Djuned, Engine Delegate Al Hansen, Steward Delegate Frank Martin. Chairman announced payoff and contract exten-

sion. Secretary thanked crew for keeping mess hall and pantry clean. Educational director stressed importance of upgrading at Piney Point and reported hazardous materials training will be mandatory. No beefs or disputed OT reported. Crew gave special thanks to Bosun Walker's wife, Letty Jo, for homemade cookies and jams. Chairman reminded crewmembers to use only enough soap for washing clothes—otherwise it backs up in one of ship's showers. He reminded crew to keep volume down on new speaker system in lounge. Crew gave vote of thanks to galley gang. Next port: Tacoma, Wash.

SEA-LAND PACIFIC (Sea-Land Service), August 2—Chairman Hayden Gifford, Secretary G. Bronson, Educational Director Steve Bigelow, Deck Delegate Tillman Churchman, Engine Delegate Gordon Hiltbruner, Steward Delegate Donald Spangler. Chairman reported 60-day contract extension and urged members to donate to SPAD and upgrade at Piney Point. Educational director reminded crewmembers not to throw plastic over side or in port. Treasurer reported \$185 in ship's fund and \$85 in movie fund. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Crew requested new cabinet for movies in crew lounge. Crew gave vote of thanks to galley gang. Steward delegate reminded members to pick up ice that drops on floor from ice machine. Next port: Tacoma, Wash.

SEA-LAND PRODUCER (Sea-Land Service), August 8—Chairman Jack Edwards, Secretary Donna Clemons, Educational Director Herman Manzer, Deck Delegate Raymond Vicari, Engine Delegate Leonard Viles, Steward Delegate N. Ball. Chairman reported shortage of *Seafarers LOGs* for crewmembers. Crew gave vote of thanks to Captain Cocozza and Chief Engineer Robinson and his department for great pig roast. Crew reported Arnold the pig

very tasty. Crew also thanked steward department for their part in making it an unforgettable barbecue. Treasurer reported \$55 in ship's emergency fund. No beefs or disputed OT reported. Chairman reminded members to check bulletin board for latest news concerning re-flagging issue with Sea-Land. Next port: Long Beach, Calif.

SEA-LAND SHINING STAR (Sea-Land Service), August 3—Chairman Joseph Colangelo, Secretary Miguel Pabon, Educational Director Thomas Priscu, Engine Delegate Gary Mitchell, Steward Delegate Allan Sim. Chairman reported contract extension. No beefs or disputed OT reported. Crew gave special thanks to galley gang for doing excellent job.

SEA-LAND SPIRIT (Sea-Land Service), August 1—Chairman Howard Gibbs, Secretary S. Apodaca, Educational Director C. Henley, Deck Delegate Romeo Lugtu, Engine Delegate Charles Medeiros, Steward Delegate Joe Tucker. Chairman announced ship's arrival in Oakland and Long Beach, Calif. Secretary urged members to upgrade skills at Lundeberg School. Educational director stressed importance of SPAD donations. Treasurer reported \$436 in ship's fund. No beefs or disputed OT reported. Chairman posted two letters from headquarters. Crew gave vote of thanks to steward department for job well done. Next port: Honolulu.

SEA-LAND PACIFIC (Sea-Land Service), August 1—Chairman David Zurek, Secretary Stephen Bird, Educational Director Jason Elnoyner. Educational director reported upgrading forms for Lundeberg School are available. Treasurer reported \$231 in ship's fund. No beefs or disputed OT reported. Crew reported new mattresses and pillows needed. Crewmembers observed moment of silence in memory of departed brothers and sisters.

SEAFARERS FAMILY photos

Share Your Family Photos with Fellow Seafarers

The *Seafarers LOG* is interested in publishing a greater number of photos of SIU members' families at home or on vacation.

Color as well as black-and-white photographs are acceptable. When sending photos to the *LOG*, be sure to identify the individuals from left to right. Also, indicate if the photo should be returned. Send photos and identifications to *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.

Final Departures

DEEP SEA

WILLIAM ALLEN

Pensioner William Allen, 84, passed away February 16. He joined the Marine Cooks and Stewards in 1949 in his native Seattle, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) of the SIU. He sailed as a chief steward. Brother Allen retired in September 1976.

GEORGE ALTSCHAFFL

Pensioner George Altschaffl, 66, died August 26. Born in Plattsburgh, Neb., he joined the union in 1959 in the port of New York. Brother Altschaffl sailed in the steward department. He upgraded at the Lundeberg School in 1978. He served in the U.S. Marine Corps from 1945 to 1946. Brother Altschaffl began receiving his pension in September 1992.

STEPHEN ARALES

Pensioner Stephen Arales, 90, passed away August 4. A native of the Philippines, he joined the Seafarers in 1949 in the port of Norfolk, Va. Brother Arales sailed in the steward department. He served in the U.S. Navy from 1921 to 1947. Brother Arales retired in November 1971.

EDWARD BROOKS JR.

Pensioner Edward Brooks Jr., 77, died August 30. He joined the SIU in 1973 in his native New Orleans. Brother Brooks sailed in both the steward and engine departments. He served in the U.S. Army from 1952 to 1956. Brother Brooks began receiving his pension in March 1991.

EDWARD BURKE JR.

Edward Burke Jr., 32, died August 11. Born in Boston, he graduated from the Lundeberg School in 1978. Brother Burke sailed in the deck department. He upgraded at Piney Point in 1980.

FRANK CHAVERS

Pensioner Frank Chavers, 68, passed away August 20. A native of Mobile, Ala., he joined the Seafarers in 1947 in the port of Galveston, Texas. Brother Chavers sailed in the engine department. He served in the U.S. Navy from 1942 to 1946. Brother Chavers retired in June 1983.

FRANK HALL

Frank Hall, 65, passed away July 30. A Pennsylvania native, he

joined the union in 1987 in the port of San Francisco. Brother Hall sailed as a QMED.

WOODROW CUNNINGHAM

Pensioner Woodrow Cunningham, 68, died August 23. Born in Rome, Ga., he joined the SIU in 1965 in the port of Tampa, Fla. Brother Cunningham sailed in the deck department. He served in the U.S. Army from 1943 to 1950. Brother Cunningham shipped from Jacksonville, Fla. prior to retiring.

JUSTINO MOLINA

Pensioner Justino Molina, 73, died August 18. Born in Puerto Rico, he joined the Seafarers in the Philippines in 1944. Brother Molina sailed in the steward department. He began receiving his pension in June 1979.

MANUEL NOBLE

Pensioner Manuel Noble, 84, passed away July 24. Born in the Philippines, he joined the SIU in 1947 in the port of New York. He sailed in the steward department. Brother Noble retired in June 1976.

DERRICK NORBERT

Derrick Norbert, 23, passed away August 3. A Louisiana native, he graduated from the Paul Hall Center in 1992. Brother Norbert sailed in the engine department.

NASON NUNN

Pensioner Nason Nunn, 74, died June 26. Born in Michigan, he joined the SIU in 1947 in the port of New York. Brother Nunn sailed in the engine department. He began receiving his pension in January 1981.

ESPER PERDI

Pensioner Esper Perdi, 69, passed away August 21. A native of Estonia, he joined the Seafarers in 1966 in the port of New Orleans. Brother Perdi began receiving his pension in May 1988.

ISIDORO SALVADOR

Pensioner Isidoro Salvador, 84, passed away August 4. A native of the Philippines, he joined the union in 1962 in the port of Seattle. Brother Salvador sailed in the steward department. He began

receiving his pension in January 1984.

WALLACE PERRY

Pensioner Wallace Perry, 60, died July 29. Born in Washington, D.C., he joined the SIU in 1951 in the port of Philadelphia. Brother Perry completed the bosun recertification course at the Lundeberg School in 1974. He retired in February 1990.

PAUL TURNER

Pensioner Paul Turner, 66, died August 17. Born in Tennessee, he joined the Seafarers in 1947 in the port of Mobile, Ala. Brother Turner completed the bosun recertification course at Piney Point in 1974. He served in the U.S. Navy from 1944 to 1946. Late in his seafaring career, Brother Turner sailed primarily aboard Crowley RO/RO vessels. Following his retirement in January 1992, he volunteered time to assist at the counter in the Jacksonville, Fla. hall.

ELBERT WILSON

Pensioner Elbert Wilson, 67, passed away August 12. A native of Wallace, Ala. he joined the SIU in 1947 in the port of Mobile, Ala. Brother Wilson sailed in the steward department. He served in the U.S. Navy from 1943

to 1945. Brother Wilson began receiving his pension in May 1991.

INLAND

LOUIS BROUSSARD

Pensioner Louis Broussard, 86, died August 16. Born in Louisiana, he joined the union in 1963 in the port of Port Arthur, Texas. Boatman Broussard sailed as an oiler. He retired in April 1975.

EDWARD COVACEVICH

Pensioner Edward Covacevich, 66, passed away August 16. He joined the SIU in 1957 in his native Baltimore. Boatman Covacevich sailed as a captain. He began receiving his pension in January 1988.

JAMES HASSELL

Pensioner James Hassell, 80, died August 28. A Columbia, N.C. native, he joined the Seafarers in 1961 in the port of Philadelphia. Boatman Hassell sailed in the deck department. He retired in November 1975.

JOHNNY JEFFCOAT

Johnny Jeffcoat, 35, passed away July 30. A native of Red Level, Ala., he joined the union in 1988 in the port of Mobile, Ala. Boatman Jeffcoat sailed in both the deck and engine departments. He served in the U.S. Army from 1977 to 1979.

LELAND LARRIMORE

Pensioner Leland Larrimore, 71, died August 9. Born in Tilgham Island, Md., he joined the SIU in 1966 in Baltimore. Boatman Larrimore sailed in the deck department, most recently as a captain. He served in the U.S. Navy from 1942 to 1945. Boatman Larrimore retired in December 1985.

THEO SOILEAU

Theo Soileau, 69, passed away August 13. A Louisiana native, he joined the Seafarers in 1976 in the port of Port Arthur, Texas. Boatman Soileau sailed as a tankerman.

JAMES WALLACE

Pensioner James Wallace, 75, died August 1. He joined the SIU in 1968 in his native Baltimore. He upgraded frequently at the Lundeberg School. His last vessel before retiring in April 1983 was the *Papa Guy*, on which he sailed as a captain.

GREAT LAKES

DONALD HORN

Donald Horn, 46, passed away November 11, 1992. Born in Michigan, he joined the union in 1970 in the port of Detroit. Brother Horn sailed in the steward department.

ATLANTIC FISHERMEN

MICHAEL MILITELLO

Pensioner Michael Militello, 79, died August 22. He joined the Seafarers in 1941 in his native Gloucester, Mass. Brother Militello sailed in the deck department. He retired in April 1978.

SAMUEL SCOLA

Pensioner Samuel Scola, 65, passed away June 5. He joined the SIU in 1966 in his native Boston. Brother Scola sailed in the deck department. He served in the U.S. Army from 1946 to 1948. He began receiving his pension in November 1974.

Good Eatin' Any Time, Any Place



Members of the steward department aboard the *Sea-Land Value* prepare another fine meal. They are Chief Steward Abdul Hassan (left) and Chief Cook Francisco Tirado.



Chief Cook Audrey Brown gets the grill going aboard the *Sgt. Matej Kocak* for a Labor Day barbecue.



A holiday meal marks the special day for *C.S. Global Link* crewmembers who otherwise are engaged in the daily duties of operating the vessel. The holiday effort is put forward by steward department members (back row, from left) Steward Assistant William Brown, Chief Cook Cheryl Neff, Steward Assistant Eric Jeffers, Chief Steward Ronald Malozi, (front row) Cook/Baker George Sasaki and BR Ben Mathews.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 514—Graduating from trainee lifeboat class 514 are (from left, kneeling) Kenneth Creque Jr., Edward Grey, Julio Buchanan, James Crisler, James Tran, Leo Flynn, Selley Washington, Fhab Gheith, (second row) Richard Taylor, Aaron Braaten, Lorenzo Sereno, Robert Clemons, Nawa Williams, Samuel Ramos Jr., Anthony Lozopone, Jim Brown (instructor), William Todd Stringer, Sean Jones, Alex Lottig, Anestacio Sereno Jr. and Kurt Bruer.



Celestial Navigation—Upgrading SIU members completing the celestial navigation course are (from left) Jake Karaczynski (instructor), Edward Dwyer, Tom Culpepper, Jeffrey Sousa, Drexel Hanna and Regina Ewing.



Able Bodied Seaman—Certificates of completion were received by the August 24 class of upgraders. They are (from left, kneeling) Tom Gilliard (instructor), Kenneth Geter, Michael Flores, Angel Reyes, Anthony Zellars, Aguillo Lorente, (second row) Henry Jones, Santiago Cadiz, Tyrone Garcia, Dale Kirsch Jr., George Darley, Kevin Young, (third row) Jack Green, Michael Hill, Bassirou Niang, John Barnard III, Michael Struve and James Duffy.



Upgraders Lifeboat—Upgrading graduates of the July 29 lifeboat class are (from left) Leoncio Gonzalez, Ron Pheneuf, Gloria Gottschlich, Jeffrey Willis and Beckett Young III.



Oil Spill—Completing the oil spill emergency containment and cleanup course on August 5 are (from left, seated) Beckett Young III, Charlotte Winstead, Pam Fleming, Dorothy Takahashi, Carol Carroll, Frank Messick, Jeffrey Willis, (second row) Gregory Melvin, Walter Taulman, Willie Marsh, Richard Belote, James Brown, Michael Martykan, Glenn Baker Jr., Dan Van Sciver, (third row) Ben Piercley, David Bowles, Rick Bowman, Isaiac Watts, Walter Seals, Shannon Teem and Casey Taylor (instructor)



Sealift—Graduating from the July 30 sealift class are (from left) Bill Hellewege (instructor), Glenn Baker Jr., Shannon Teem, Charlotte Winstead, Walter Taulman and Allen Shaw.



Third Mate—Working their way up the deck department ratings are (from left, first row) John Gilliam, David Clements, John Brown, Ron Raykowski (instructor), (second row) Nikolaus Keydel, Charles Spradlin, Cecil Winstead, Stephen Barry and Peter Dudley.



Marine Electrical Maintenance—The August 10 graduates of the marine electrical maintenance course are (from left, standing) Miguel Rivera, Robert Kerbo, Jorge Bonelli, John Brooks, (seated) Duane Torstensen, (second row) Brian Sengelaub, Green Hoskins and Eric Malzkuhn (instructor).

LUNDEBERG SCHOOL 1993 UPGRADING COURSE SCHEDULE

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

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

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman	November 8	December 17
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Shiphandling	November 8	November 19
Radar Observer - Unlimited	November 1	November 5
Celestial Navigation	November 22	December 17

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	November 8	November 12
Lifeboatman	October 11 November 8 December 6	October 22 November 19 December 17
Basic/Advanced Fire Fighting	November 2	November 12
Sealift Operations & Maintenance	October 25	November 19

Recertification Programs

Course	Check-In Date	Completion Date
Bosun Recertification	October 4	November 8

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year
 Address _____
(City) (State) (Street) (Zip Code) Telephone (Area Code)
 Deep Sea Member Lakes Member Inland Waters Member Pacific

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, which program: from _____ to _____
 Last grade of school completed _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____
 Have you taken any SHLSS Sealift Operations courses? Yes No

If yes, how many weeks have you completed? _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No

Date available for training _____
 Primary language spoken _____

Steward Upgrading Courses

Course	Check-In Date	Completion Date
Assistant Cook, Cook and Baker	All open-ended (contact admissions office for starting dates)	
Chief Cook, Chief Steward	All open-ended (contact admissions office for starting dates)	

Engine Upgrading Courses

Course	Check-In Date	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
Pumproom Maint. & Operations	November 8	December 17
Marine Electronics Technician II	November 8	December 17
Hydraulics	September 13	October 8
Diesel Engine Technology	November 22	December 17
Welding	October 25	November 19

1992 - 93 Adult Education Schedule

The following courses are available through the Seafarers Harry Lundeborg School. Please contact the admissions office for enrollment information.

Course	Check-In Date	Completion Date
High School Equivalency (GED)	All open-ended	
Adult Basic Education (ABE)	(contact admissions office for starting dates)	
English as a Second Language (ESL)	(contact admissions office for starting dates)	



As soon as the 1994 schedule of courses for the Seafarers Harry Lundeborg School of Seamanship is finalized, it will be published in the Seafarers LOG. Until that time, members may contact the admissions office at the school at (301) 994-0010 concerning any questions or concerns they may have regarding upgrading classes during the coming year.

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 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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

I am interested in the following course(s) checked below or indicated here if not listed

- DECK
 - AB/Sealift
 - 1st Class Pilot
 - Third Mate
 - Radar Observer Unlimited
 - Master Inspected Towing Vessel
 - Towboat Operator Inland
 - Celestial Navigation
 - Simulator Course
- ENGINE
 - POWT
 - QMED—Any Rating
 - Variable Speed DC Drive Systems (Marine Electronics)
- MARINE ELECTRICAL MAINTENANCE
 - Pumproom Maintenance & Operation
 - Refrigeration Systems Maintenance & Operation
 - Diesel Engine Technology
 - Assistant Engineer/Chief Engineer Motor Vessel
 - Original 3rd Engineer Steam or Motor
 - Refrigerated Containers Advanced Maintenance
 - Electro-Hydraulic Systems
 - Automation
 - Hydraulics
 - Marine Electronics Technician
- STEWARD
 - Assistant Cook Utility
 - Cook and Baker
 - Chief Cook
 - Chief Steward
 - Towboat Inland Cook
- ALL DEPARTMENTS
 - Welding
 - Lifeboatman (must be taken with another course)
 - Oil Spill Prevention & Containment
 - Basic/Advanced Fire Fighting
 - Sealift
- ADULT EDUCATION DEPARTMENT
 - Adult Basic Education (ABE)
 - High School Equivalency Program (GED)
 - Developmental Studies (DVS)
 - English as a Second Language (ESL)
 - ABE/ESL Lifeboat Preparation
- COLLEGE PROGRAM
 - Associate in Arts Degree

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 Pincey Point.
 RETURN COMPLETED APPLICATION TO: Lundeborg Upgrading Center, P.O. Box 75, Pincey Point, MD 20674.



Seafarers ratify standard agreement and vote to accept new contracts with ETC, Great Lakes and Orgulf. For additional information, see pages 5, 13, 14 and 15.

Lundeberg School Continues to Train Seafarers In Hazardous Material Operations and Handling

The Paul Hall Center for Maritime Training and Education continues to upgrade its hazardous materials (hazmat) program to meet and exceed new requirements recently set forth by the Department of Transportation (DOT).

The new DOT rule, which appears in docket HM-126F of the Code of Federal Regulations Title 49, Part 172, Subpart H, amends existing hazmat requirements and is intended to promote more thorough training of individuals involved in transporting hazardous materials. HM 126-F gives individual companies the right to certify training, although such training must comply with the rule, which says: "Hazmat employers must provide training to ensure each hazmat employee . . . is able to recognize and identify hazardous materials . . . and has knowledge of emergency response information, self-protection measures and accident prevention methods and procedures."

In essence, the rule requires

both basic and job-specific training for every hazmat employee. Therefore, instructors at the Paul Hall Center work with SIU-contracted companies to meet their specific training needs. For example, someone who operates a forklift used to transport hazmat will need different job-specific training than one who only loads and unloads hazmat. However, the basic training for both workers would be the same.

Initial training, which lasts eight or 16 hours depending the specific job of the employee, must be completed by October 1 for anyone employed on or before July 2, 1993. If employed after that date, training must be completed within 90 days of first date of employment.

Seafarers who have taken a hazmat course at the Paul Hall Center already are considered certified for the basic training portion of the new rule. This is another example of how the Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center continues to meet the

industry's needs and stay ahead of new requirements even before they are announced. The school began offering hazmat training in 1989, shortly after the Exxon Valdez spill but before the government required such training through the Oil Pollution Act of 1990.

Individual companies may or may not require (and provide) new job-specific training for members who already have completed hazmat courses. Seafarers should be aware that any such information will come via the companies since, according to the DOT, they must determine their training needs and trainers' qualifications.

According to the DOT, "Relevant training received from a previous employer or source may be used to satisfy the requirements, provided a current record of training is obtained from a hazmat employee's previous employer."

Additionally, employees must recertify at least once every two years. The training records must contain the employee's name, completion date of most recent training, course materials (copy, description or location), name and address of the hazmat trainer, and certification that the employee has been trained and tested.

The regulation applies to each domestic and foreign vessel when carrying hazmat in a U.S. port or in navigable waters of the United States.

Thorough Training

The Lundeberg School already has a comprehensive hazmat curriculum, with courses ranging from an 8-hour Health and Safety/"First Responder" to the 48-hour "Incident Commander."

The 8-hour course primarily covers identification of hazardous materials, use of protective gear and procedures for contacting emergency response personnel.



Seafarer demonstrates proper use of breathing gear during hazmat training at the Lundeberg School.

The longer course instructs students on how to coordinate and run a hazmat containment and cleanup.

Among the other available courses is the 40-hour Hazardous Waste Operations and Emergency Response (Hazwoper), which features intensive hands-on training as well as written exams. Topics include legal overviews of Occupational Health and Safety Administration standards and Coast Guard regulations; basic chemistry of hazardous materials; use and care of different safety and breathing equipment; emergency first aid; sampling techniques; emergency response plans; decontamination; and many other subjects.

During the last several years, instructors such as Jim Shaffer and Casey Taylor have conducted

a number of specialized hazmat courses for SIU-contracted companies. The courses meet all legal requirements and also are designed with special consideration for the unique settings and circumstances of each company's employees.

An example of a specially designed course is the recent 8-hour introductory class which was provided for Express Marine employees.

Other hazmat courses taught at the school—all of which meet or exceed Coast Guard and Occupational Safety and Health Administration Standards—include 40-hour Oil Spill Emergency Containment and Cleanup; 24-hour Health and Safety for Hazardous Waste Operations and Emergency Response; and 16-hour Benzene Safety.



The SIU offers a number of hazmat courses at the Paul Hall Center for Maritime Training and Education. Pictured here are students taking the oil spill and containment course.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Christina Michelle Suttle.



Christina Michelle Suttle

Missing since February 28, 1993, the 15-year-old ran away from home in Batavia, Ohio. She may be in the company of her boyfriend and is considered an endangered runaway.

The brown-haired, blue-eyed girl is 5 feet 6 inches tall and weighs 120 pounds. She has a pockmark on her right cheek.

Anyone having information on the whereabouts of Christina Michelle Suttle should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Clermont (Ohio) County Sheriff's Office at (513) 732-2231.



Lundeberg School instructor Casey Taylor conducts a specialized hazmat course recently for employees of Express Marine.