

The

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# Seafarers Log

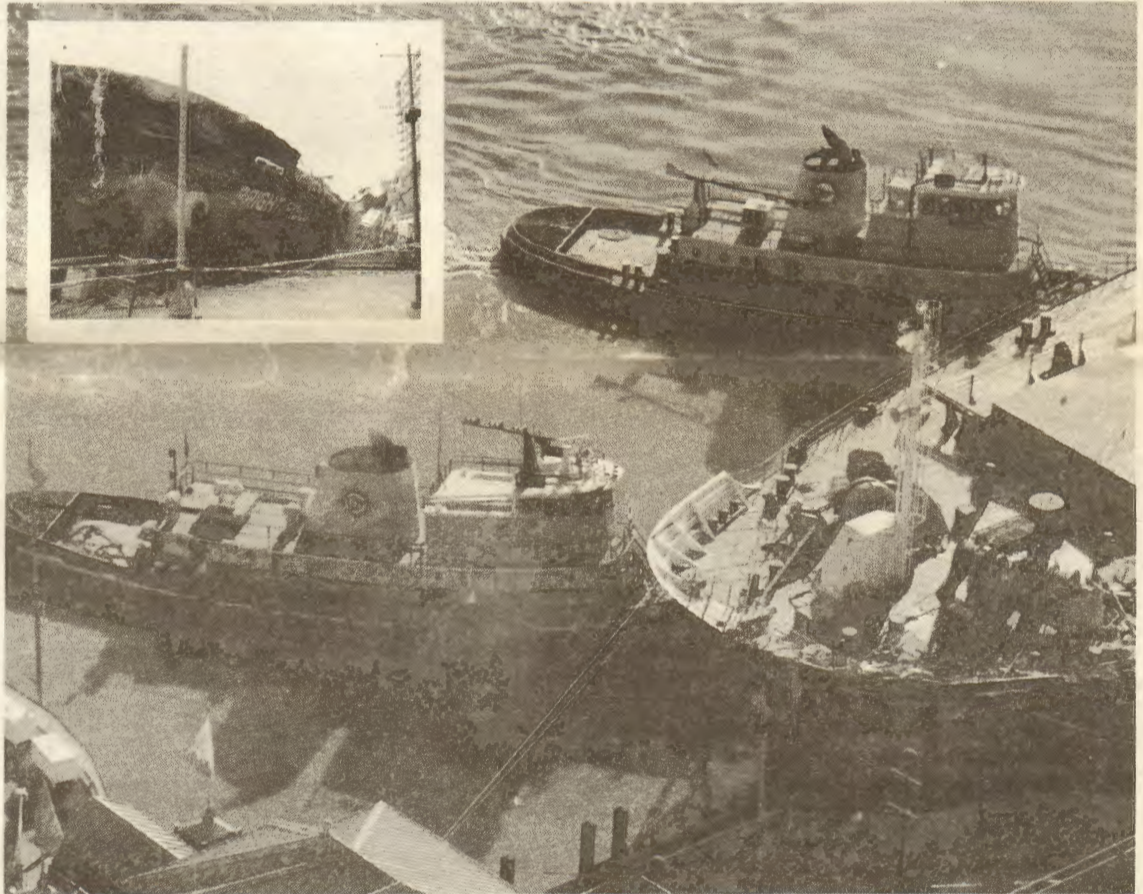
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

## MarAd Awards Contracts For Maritime Security Program SIU Companies Are Included in New Agreements

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### SIU Boatmen Respond to N.O. Accident

SIU-crewed Crescent tugboats hold the freighter *Bright Field* against a dock in New Orleans after the foreign-flag ship crashed into the shore December 14, injuring more than 100 people. Inset: Damage to the ship and dock is evident. Pages 3, 5



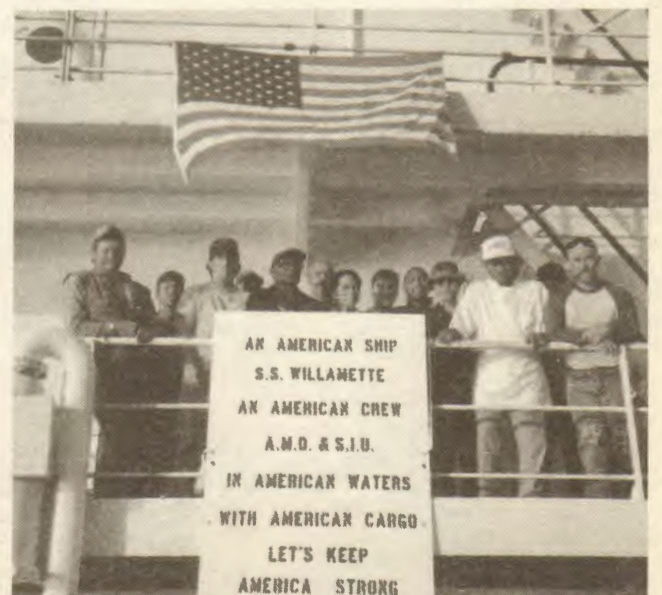
AP Wide World Photos

### Lakes Season Ends



Seafarers last month finished another successful sailing season on the Great Lakes. The year included relatively warm weather throughout most of the season, allowing for extra productivity by SIU members such as Wheelsman Lawrence DuDek (left) and Conveyorman Lucien Landerville (on deck), pictured aboard the *H. Lee White*. Page 4

### 1996 Brings Many Gains



For the SIU, 1996 was a banner year for jobs, job security and maintaining a strong U.S.-flag merchant marine. In photo above, Seafarers aboard the *Willamette* show their support for the American-flag fleet. Pages 11-14

## President's Report

### Looking at the Past Reveals a Strong Future

The passing of an old year and the start of a new one permits us the opportunity to see how the past truly does affect the future. And, the advent of the new year also is a time to plan ahead.



Michael Sacco

The union's focus for the membership is jobs and job security. With that as our constant measuring stick, any view of the actions taken in 1996 shows the union held true to those goals.

First, of course, was the signing into law by President Clinton of the first major piece of maritime legislation in 26 years, which will ensure that some 50 militarily useful U.S.-flag ships will ply the high seas. The Maritime Security Act of 1996, which created the Maritime Security Program, will mean jobs for American seamen well into the 21<sup>st</sup> century.

That piece of legislation was the culmination of many years of hard work for which all Seafarers should be proud. And, it demonstrates the link between political action and job security. Because of the union's strong legislative operation in Washington, D.C. and the involvement of Seafarers and their families in the political process, we now have in place a 10-year program to help maintain a fleet of militarily useful U.S.-flag merchant vessels.

Second, the U.S. military is increasingly recognizing the need for prepositioning vessels to support U.S. armed forces in any deployments. These vessels, loaded with munitions, vehicles and other materiel, are crewed by civilian mariners and sail to hot spots around the world at a moment's notice.

In 1996, five more converted roll-on/roll-offs were ordered for the U.S. Army—all to be crewed by Seafarers and managed by Bay Ship Management. The first of these ships came on line during 1996. A strong prepositioning fleet, operated by American mariners, provides job opportunities for Seafarers for years to come.

Third, we saw the future of America's tanker fleet during 1996 when the Maritime Administration announced loan guarantees to build five double-hulled vessels at the union-contracted Newport News Shipbuilding.

The first of these tankers is expected out of the yard in 1998. They are the first to be built in an American shipyard since passage of the Oil Pollution Act of 1990. The ships will be operated by Interoccean Uglund Management. AND they will be crewed by Seafarers, providing more than 100 new jobs.

At nearly the same time the announcement for the five new ships was being made, Seafarers began re-crewing tankers that had been in layup. The vessels were coming back to service as a result of legislation passed in 1995 but implemented last year that allowed the export of Alaskan North Slope crude oil aboard U.S.-flag vessels.

Of course, job security doesn't just mean landing new jobs. It also means keeping the ones we have and making each job a source of a good livelihood for a Seafarer and his or her family.

Throughout 1996, the union negotiated a number of new contracts covering the wages, benefits, hours and working conditions of deep sea and inland Seafarers. We made a number of gains for Seafarers and their families. Among these were the new Seafarers Money Purchase Pension Plan, increased dependent medical coverage and expanded dental and optical benefits for members and their families.

Also, for the first time ever, the standard freightship and tanker agreements will run for five years, which provides job security for our members while allowing economic stability for the contracted companies.

And job security also is attained through training. As the most qualified, professional and skilled mariners in the world, Seafarers are ensured plenty of job opportunities. To assist Seafarers in their quest to be the best in the business, the Paul Hall Center and its Harry Lundberg School of Seamanship throughout 1996 stayed on top of the ever-changing national and international regulations and training requirements for merchant mariners, tailoring courses to meet the needs of Seafarers and the industry.

By meeting and working with the union and SIU-contracted companies whose vessels sail on the deep seas, inland waterways and Great Lakes, the center's staff updates the school's curriculum to make sure Seafarers upgrading at the facility remain the best trained mariners in the world.

The Lundberg School's efforts in 1996 will be continued in 1997 just as the SIU will do everything in its power to safeguard the jobs and job security of all Seafarers.

This means working with the new 105<sup>th</sup> Congress to secure additional legislation to expand the U.S.-flag fleet. With newly elected legislators coming to Washington this month, we need to continue our efforts to meet with these new representatives and senators to let them know the importance of the U.S.-flag merchant fleet to the nation's economic and national security.

Of course, all in maritime must remain vigilant for any legislative attacks or challenges to the nation's existing maritime laws which underpin U.S. shipping. As we saw in 1996, foreign groups and their American apologists are gunning for U.S. cabotage laws—the Jones Act and the Passenger Vessel Services Act. These same forces also would like to do away with the nation's cargo preference laws.

Sometimes fighting for our jobs and job security means fighting to keep what we have. That's the case with our nation's cabotage laws and cargo preference statutes. You can count on the SIU to vigorously defend these programs which are so vital to America's defense and economic interests.

We will continue to work with Congress to advance the U.S.-flag merchant fleet and provide jobs for Seafarers. And, we will be asking all our members and their families to participate in grassroots legislative campaigns to help shore up political support for a strong American-flag shipping capability.

So as we look ahead to 1997, the end of the year does provide a time to reflect on past accomplishments. Seafarers can be proud that much of what the union accomplished in 1996 will have a lasting impact on the job security of the union's members well into the next decade.

# Gopher State Crew Honored by MarAd

The U.S. Maritime Administration (MarAd) recently honored the SIU-crewed *Gopher State* at a ceremony in Norfolk, Va.

Deputy Maritime Administrator Joan Yim presented the prepositioning vessel's crew, composed of Seafarers and members of the American Maritime Officers, with the Professional Ship Award at the Norshipco shipyard.

Bosun Tom Votsis noted that the citation reads, "For exceptional service in providing cargo operations and transportation equipment in support of the U.S. Army Warfare Reserve Program from December 14, 1993 to September 19, 1996."

The *Gopher State*, which features two pair of Hagglund cranes with a combined lifting capacity of more than 120 tons, served in the Persian Gulf, Guam, Saipan, Diego Garcia, Okinawa and Thailand during the past three years. Operated by Interoccean Uglund Management Corp., the vessel maintained full readiness as well as assisted the U.S. Military Sealift Command (MSC) and the Army with cargo transfers.

"The *Gopher State* can become a key ship in an operation, as your only road to the beach with her cranes," noted Yim. She explained that, in addition to transporting cargo, crane ships like the *Gopher State* are critical to possible U.S. military deployments because they can unload themselves and other ships in ports that lack sufficient facilities.

Prior to its deployment between



Deputy Maritime Administrator Joan Yim (standing second from right) meets with the crew of the *Gopher State* following an awards ceremony in Norfolk, Va. From the left are SIU crewmembers (kneeling) OS Timothy Valderrama, OS Charles Abell, AB Miles Copeland, AB James Prather, Bosun Tom Votsis, FOWT Michael Murphy and AB Mahmood Tahir, (standing) AB Charles Corley, AB David Brown, AB Elwood Austin, QMED Joseph Letang, OS Carlos Ferrera and Wiper Aaron Simmons.

December 1993 and September 1996, the *Gopher State* supported U.S. Army efforts in Somalia, transporting food and supplies to American troops in the East African country.

The 25-year-old vessel also once hauled Army chemical weapons from Germany for disposal in the Pacific Ocean, as part of a secret procedure known as "Steel Box." The operation coincided with Iraq's invasion of Kuwait, so the *Gopher State*, upon unloading the nerve gas, immediately became involved in Operation Desert Storm.

Seafarers taking part in the recent MarAd ceremony included

Votsis, who sent the photo accompanying this article to the *Seafarers LOG*, ABs Elwood Austin, Miles Copeland, David Brown, James Prather, Charles Corley, and Mahmood Tahir, OSs Carlos Ferrera, Timothy Valderrama and Charles Abell, Electrician Charles Preston, QMED Joseph Letang, FOWT's John Morrison and Michael Murphy, Oilers Robert Rogers, Alex Davis and R. Pearson, Wiper Aaron Simmons, Steward/Baker L. Winfield, Chief Cook Pamela McCauley and SAs Grady Deaton, Earl Boykin and Kendrick Gatton.

## SIU Election Results To Be Announced

Voting has been completed and results of the election of officers for the Seafarers International Union's Atlantic, Gulf, Lakes and Inland Waters District will be announced, in accordance with the SIU constitution, upon completion of the work of the Tallying Committee.

Special membership meetings were conducted late last month in union halls listed in the SIU constitution to elect delegates for a rank-and-file tallying committee. That committee, including two members from each of the union's

constitutional ports, will tabulate results of the election, which started November 1 in all SIU halls and ended December 31.

The February issue of the *Seafarers LOG* will carry the results of the election.

The ballot included candidates seeking the posts of president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents (for a total of 27 positions). Individuals elected in this round of balloting will serve a

four-year term lasting from 1997 through 2000.

All candidates on the ballot were determined to be qualified to run for union office by a credentials committee composed of rank-and-file Seafarers. That committee's report was prepared in August (following the end of the nominations period) and submitted to the membership at the September meetings. It also was published in the October issue of the *LOG*.

Seafarers who were eligible to vote in the election were full book members in good standing, according to the union's constitution.

Members had the opportunity to vote either in person at one of the 21 union halls around the country or via absentee mail ballot.

## Slater to Head Transportation Dept.

President Clinton has nominated a fellow Arkansan to be the new top official at the U.S. Department of Transportation.

Rodney E. Slater was named on December 20 to be the next secretary for the department that oversees such maritime-related agencies as the Maritime Administration (MarAd) and the U.S. Coast Guard. Slater has served as head of the Federal Highway Administration since 1993. The 41-year-old has worked in various jobs associated with Clinton since 1980 when he was an assistant attorney general in Arkansas.

Before he can be sworn in as the next secretary, Slater must be confirmed by the Senate. Newspaper reports have noted positive reviews of Slater from elected of-

ficials. Sen. John Warner (R-Va.), a longtime supporter of the U.S.-flag merchant fleet, told the

*Washington Post* that Slater is "an effective partner with Congress."

Continued on page 4

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# SIU-Contracted Companies Sign Contracts for Inclusion In New Maritime Program

## Need for U.S. Crews Noted by Transportation Secretary

SIU-contracted companies were among those signing agreements with the Maritime Administration (MarAd) on December 20 to have their vessels included in the new Maritime Security Program.

The Department of Transportation agency announced the names of the first 38 ships to be included in the 10-year program passed by the Congress and signed into law by President Clinton in October. Among the companies which will have U.S.-flag vessels crewed by Seafarers in the program are SeaLand Service, Crowley Maritime, Maersk Lines, OSG Car Carriers and Waterman Steamship.

The Maritime Security Program is designed to help fund militarily useful U.S.-flag vessels. Companies whose ships are accepted into the program agree to make these vessels, as well as their

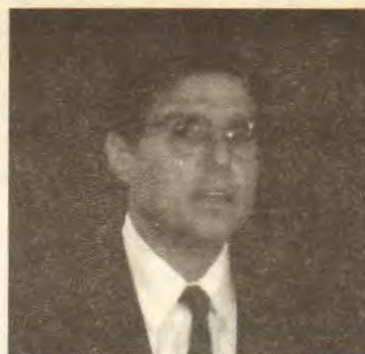
land-based infrastructure, available to the U.S. armed forces in times of national emergency or war. The military also can use the ships to transport cargo during times of peace.

Within the program are such vessel types as containerships, roll-on/roll-offs, car carriers and LASH (lighter aboard ship). MarAd Administrator Albert Herberger noted the variety of ships included in the program is needed to carry ammunition, move tanks and other heavy equipment and transport materiel as required by the U.S. armed forces.

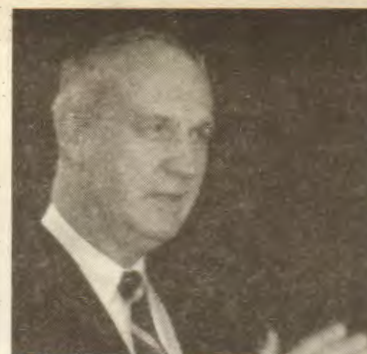
"The signing of these contracts is the culmination of many years

of hard work," noted SIU President Michael Sacco. "All Seafarers should be proud of the part they played in bringing the Maritime Security Act to life—through their hard work aboard U.S.-flag ships and by getting involved by writing letters, making phone calls and visiting with elected officials to gain the legislators support for the measure.

"We thank Transportation Secretary Federico Peña and Adm. Albert Herberger for their dedication and drive in pushing the program as well as the members of the Congress who voted for it and President Clinton for his support. This program demonstrates the



Transportation Secretary Federico Peña states the new Maritime Security Program "preserves jobs for skilled American crews."



Explaining how MarAd determined which ships would be included in the Maritime Security Program is Administrator Albert Herberger.

importance of the U.S.-flag merchant fleet for our nation's defense and economic security," Sacco added.

In announcing the companies included in the program, Secretary Peña stated America was charting "a new course in the annals of maritime history. As we set our sails for the 21st century, we are assured that U.S.-crewed and U.S.-flagged ships will be available to meet our nation's economic and sealift defense requirements under the Maritime Security Act of 1996."

Peña noted the United States "is a seafaring nation. The strategic imperative upon us then, as a maritime nation, is to maintain an

economically viable merchant marine—a merchant marine which will fly the flag of the United States and carry America's cargoes on the water highways to the world."

The secretary praised the members of the House of Representatives and Senate as well as President Clinton for working together to create the program.

"Together, they have structured a new blueprint for our national maritime agenda and national defense. Together, they have maintained their determination to bolster our maritime industry and preserve jobs for skilled American crews," Peña said.

# Seafarers React Instantly to Assist Runaway Freighter Crescent Tug Captain Recalls Effort to Help Vessel Adrift in Mississippi

December 14 was proceeding like any other day on the Mississippi River for Captain William Wattigney as he and his crew worked aboard the Crescent tugboat *Louisiana*.

"It was just a normal day," recalled Wattigney, who turned 52 that day. He was guiding the tug down the Mississippi through the heart of New Orleans to the Crescent docks to refuel after finishing a job in the north harbor.

"This can be the slowest life in the world, then something like this happens," stated the 18-year member of the SIU.

The "something like this" to which Wattigney referred was a runaway freighter headed straight for an area along the river where two cruise ships and a casino boat were docked with a shoreside shopping complex in between.

### Loses Power

Shortly after 2 p.m. Central Time, the Liberian-flagged, Chinese-crewed *Bright Field*, loaded with corn, lost power as it

was preparing to round Algiers Point. The American pilot aboard the freighter sounded emergency warnings and called for assist tugs as the vessel was being driven by the currents of the Mississippi into the heavily populated shopping and dock areas.

"I wasn't paying much mind to what was going on because there always is traffic on the river," Wattigney said. The *Louisiana* was about a quarter mile behind the *Bright Field* when the emergency call came in.

"I heard the pilot calling for help because he had lost power. I responded we were on the way. I told the pilot we were behind him."

Wattigney stated tugboats in this part of the Mississippi receive calls almost every day to assist vessels in trouble. He and his crew knew what to do and immediately set a course to help.

### Disaster Potential

What was unusual, the captain said, was where the freighter was headed and the potential for disaster.



AP Photo/Times Picayune/Eliot Kamenitz

The SIU-crewed tugboat *Louisiana* was the first assist vessel to arrive at the scene where the Liberian-flagged freighter *Bright Field* crashed into a shopping center along the Mississippi River in New Orleans. The *Louisiana's* sister tug, *Mississippi*, joins in keeping the freighter against the wharf.

"I saw what was happening and what could happen," Wattigney remembered. "I didn't want to make any mistakes."

Wattigney handed over the radio in the wheelhouse to Deckhand Jason Hughes to stay in touch with the U.S. Coast Guard and the *Bright Field*. "The less I had to do, the more I could concentrate on making a landing. We had no time to mess up."

When Wattigney turned the *Louisiana* toward the runaway freighter, he could see it had avoided the cruise ships. However, the 735-foot vessel was headed straight for the shopping center with a loaded casino boat docked only yards down river.

### No Time for Mistakes

"I looked to see how close it was getting to the casino. Eight hundred people were trying to get off the casino, running in hysterics on a walkway 12 feet wide. We had to make a perfect landing."

Wattigney aimed the *Louisiana* for the starboard bow of the *Bright Field* in hopes of pinning it against the wharf before it could slide down and strike the casino boat.

"All I could imagine was that big freighter hitting that little casino boat. It would have been like a person stepping on a roach.

It would have gone right over it," he said.

However, unknown to Wattigney and the crew of the *Louisiana*, the *Bright Field* ran aground when it struck the dock, collapsing part of the shopping center.

See related article on New Orleans accident on page 5.

Wattigney described the collision with the shopping area as being "like in a movie when a monster eats those buildings. I never saw anything like this before." Part of the shopping center, adjacent to the New Orleans Hilton, pancaked when the ship struck it. While immediate press reports from the scene announced several fatalities, no one actually was killed but more than 100 individuals were injured on the wharf and casino boat trying to escape from the runaway freighter.

The *Louisiana*, along with another, much smaller tugboat, then moved up against the freighter to keep it in place.

"If the river had been six feet higher, [the freighter] would have kept going and hit the riverboat," Wattigney added.

After the *Louisiana* was alongside the *Bright Field*, the tug's crewmembers began search-

ing the water for any victims of the accident. (Joining Wattigney and Hughes aboard the tug were Engineer Sam Wall and Deckhand Doug Gross.) Other tugs, including several from the SIU-contracted Crescent fleet, arrived on the scene and helped secure the *Bright Field* within minutes.

### Previous Experience

This was not the first time Wattigney, who has been sailing on the Mississippi for 30 years, had been involved in a major rescue effort. In 1976, he was at the helm of the first tugboat to reach the site where a tanker struck a ferry in the Mississippi. Wattigney's crew pulled a man from the ferry out of the river. A total of 76 people perished in the collision.

"That bothered me for a little while back then," the captain recalled. "However, I was shook up for the rest of the afternoon [after the *Bright Field* incident]. There was so much potential and I was feeling so helpless."

Wattigney hopes the accident will serve as a wake-up call for the people of New Orleans.

"They keep building on the wharf. I know people want to be by the water, but why do they have to build so close? This could have been so much worse."

# Inland Seafarers Approve New Five-year Contract

Seafarers who navigate Piney Point Transportation Co. tugs and barges to ports along the Chesapeake Bay and the Potomac River have ratified a new contract that extensively improves pension and medical benefits and increases wages into the next century.

Among the highlights of the five-year pact are a substantial pension increase and, for the first time, outpatient care and dental coverage for dependents of the boatmen.

Seafarers who work aboard the company's three tugs and seven barges also will receive annual wage increases through September 30, 2001.

Negotiations between the SIU and the Norfolk, Va.-based company took place at the Norfolk union hall. The union negotiating team included SIU Norfolk Port

Agent Mike Paladino, Chief Engineer Lawrence Clark, Tankerman Clyde Overton Jr. and Deckhand Robert Culleffir.

The contract was overwhelmingly approved by the boatmen on November 27 and is retroactive to October 1.

"Going into negotiations, the committee's goal was to get an increased pension benefit and medical coverage for their families. We were successful, and everyone is thrilled with the new contract," Paladino stated.

Piney Port Transportation Co. tugs—the *Contender*, *Triumph* and *M. Jeanne Dudley*—push asphalt and petroleum-filled barges to ports along the two bodies of water all year round. Norfolk, Philadelphia, Baltimore, Quantico, Va. and Piney Point, Md. are common ports of call for the boatmen.

# Maritime-Related Committees Remain Intact As Congress Begins New Session on January 7

No major changes are expected in the makeup of the legislative committees and panels that deal with the U.S.-flag merchant marine when the 105th Congress reports to Capitol Hill on January 7.

Neither the House of Representatives nor the Senate announced any changes in the number of committees that will study and address maritime legislation during the next two years.

In 1995, the new Republican majority in both branches of Congress eliminated and merged a number of committees and subcommittees. During that transitional period two years ago, the House Merchant Marine and Fisheries Committee was cut, with its maritime functions divided between two other committees—the House Transportation and Infrastructure Committee and the

House National Security Committee.

Last month, members of the House received their committee assignments. Rep. Bud Shuster (R-Pa.) will remain the chairman of the Transportation and Infrastructure Committee, while Rep. James Oberstar (D-Minn.) retains his position as the ranking minority party member.

Under the auspices of the full committee is the Coast Guard and Maritime Transportation Subcommittee. While no formal announcement had been made as the *Seafarers LOG* went to press, Rep. Wayne Gilchrest (R-Md.) is expected to head the subcommittee, replacing Rep. Howard Coble (R-N.C.), who is thought to be getting a new assignment. Rep. Bob Clement (D-Tenn.) would be the ranking minority party member of the subcommittee.

The National Security Committee again will be led by Rep. Floyd Spence (R-S.C.). Serving as the ranking minority party member will be Rep. Ron Dellums (D-Calif.).

The committee is again expected to oversee the activities of the Merchant Marine Oversight Panel with Rep. Herbert Bateman (R-Va.) to resume chairmanship of the group. Rep. Gene Taylor (D-Miss.) is expected to remain the ranking minority party member.

On the other side of Capitol Hill, Sen. John McCain (R-Ariz.) takes the helm of the Senate Commerce, Science and Transportation Committee, which includes handling maritime issues. He replaces Sen. Larry Pressler (R-S.D.), who was defeated in the November elections. Sen. Ernest Hollings (D-S.C.) will retain his position as the committee's ranking minority party member.

From within the full committee, the Surface Transportation and Merchant Marine Subcommittee again is expected to be headed by Sen. Kay Bailey Hutchison (R-Texas) while Sen. Daniel Inouye (D-Hawaii) will be its ranking minority party member.

The elected officials will be able to offer legislation for the new Congress beginning January 7. Among the maritime-related issues expected to be addressed during the next session of Congress are the nation's freight and passenger cabotage laws, safety on the inland waterways, cargo preference and funding for U.S. Maritime Administration programs. As always, the SIU will be monitoring the activities on Capitol Hill and members will be updated on any legislation that may affect them and their families.

## '96 Great Lakes Season Ends Mild Winter Contributes to Year's Success

Great Lakes Seafarers from Buffalo, N.Y. to Duluth, Minn. have signed off their respective vessels for the winter after a busy season of shuttling iron ore, coal, stone and other commodities along the five Lakes.

A contributing factor to the active 1996 season was the slow fitout of vessels on lakes Michigan, Huron, Erie, Ontario and Superior in the spring. A series of harsh winter storms and severe ice conditions delayed sailing schedules for most SIU-crewed vessels in March and April, the traditional opening of the season.

When the lakers finally were able to break out of their icy ports, they plied the Lakes non-stop to deliver the commodities needed by their customers.

"The time we spent sitting in port because of ice when we should have been sailing caused us to fall behind on our normal cargo schedule. When we got out on the Lakes and moved our cargo, we had a lot of catching up to do in terms of back orders," recalled Deckhand Richard DeWitte, who

signed off the *Walter J. McCarthy Jr.* on December 29 after preparing the ship for winter in Superior, Wis.

### Reflecting on Season

Despite the difficult start to the 1996 sailing season, Great Lakes Seafarers enjoyed mild weather throughout the remainder of the navigational year.

Stating that favorable temperatures helped Seafarers complete their winter jobs aboard their vessels, DeWitte stated, "Laying up the *McCarthy* was one of the nicest layups I have ever done. Everything went great because there wasn't any ice this year and temperatures were reasonable. It really made for an easier time getting everything on the boat set for the coming winter."

"We are used to it being well below zero in Duluth and Superior at this time of year, so when temperatures were bearable, it was a great surprise," recalled DeWitte, who joined the SIU in 1995.

"To get the *McCarthy* ready for winter, we put out extra cable, or

dead lines, as well as tow lines. We also secured all the rafts and life rings. All-in-all, everything went very smoothly. Thank goodness for the weather," he added.

In Toledo, Ohio, Wheelsman Russell Luther signed off the *Sam Laud* on December 28 after helping secure the iron ore carrier for the winter layup.

"It was a very good season. The lakes and inlets are still open, and it was an easy end of the year getting our cargo delivered. It was nothing compared to the end of last year when everyone had problems with the cold and the ice coming in for layup," said the deck department member, who joined the union in 1989.

Also noting that fair weather added to the bustling '96 season was Second Cook Paul Paton, who recently signed off the *J.A.W. Iglehart*. The SIU-crewed cement carrier went into winter layup early this month.

"The weather really cooperated with us, and we stayed very busy. I am already looking forward to getting back out on the Lakes in the spring," said Paton, who has been a member of the SIU for nearly 17 years.

The *Sam Laud*, *Walter J. McCarthy Jr.* and *J.A.W. Iglehart* are not the only SIU-crewed vessels to come in for the winter. By the middle of this month, the vast majority of SIU-contracted Great Lakes vessels will be tied up in their respective winter ports.

Remembering the ice and snow difficulties of last year, several SIU-contracted companies decided to lay their vessels up before the traditional end of the Great Lakes sailing season on January 15. That is the annual closing date of the Soo Locks in Sault Ste. Marie, Mich. The closure of the Soo Locks brings an end to most shipping in the region since the locks are the only entrance into Lake Superior from the lower four Lakes. The locks are scheduled to open for the 1997 sailing season on March 25.

Joining the *Sam Laud* in the port of Toledo for the winter are the *H. Lee White* and *American Republic*. The *St. Clair* and the *Richard Reiss* have sailed into the port of Superior. The *John J. Boland*, *American Mariner*, *Charles E. Wilson* and *Presque Isle* will remain in Sturgeon Bay, Wis. until spring. The *Indiana Harbor* joins the *Walter J. McCarthy* in Duluth while the *Buffalo* has retired to Cleveland, Ohio and the *Kinsman*



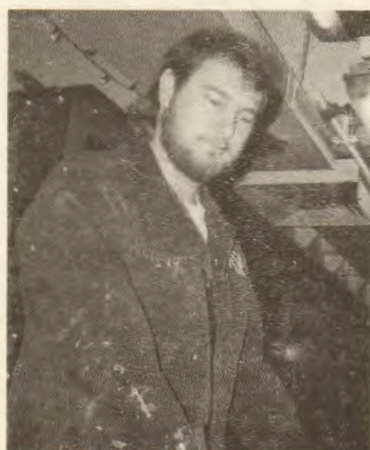
Porter Ahmed Kaid (left) and Second Cook Ali Musleh (right) pose for a photograph with SIU Representative Don Thornton after the steward department members prepared a hearty meal for *J.A.W. Iglehart* crewmembers while the cement boat was docked in Detroit.

*Independent* to Buffalo. The *Paul H. Townsend* was laid up by Seafarers early last month in Green Bay, Wis.

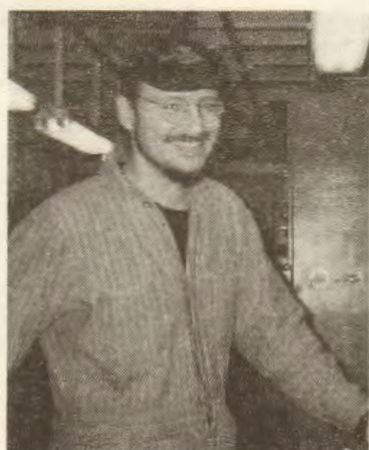
### Cargo Demand Continues

According to the Lake Carriers Association, an organization of U.S.-flag ship companies on the Lakes, by the end of November a total of 111 million tons of iron

ore, stone and coal was transported by Great Lakes vessels during 1996. The season-to-date total represents an increase of 173,000 tons compared to the same period in the 1995 sailing season. At the end of April (just weeks after Great Lakes vessels were able to break through the ice), shipments of the region's leading three commodities were 3.5 million tons behind schedule.



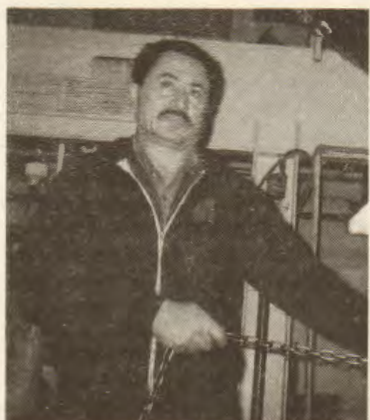
QMED Mark Wyman monitors the ballast system aboard the *H. Lee White* while the laker offloads stone at River Rouge in Detroit.



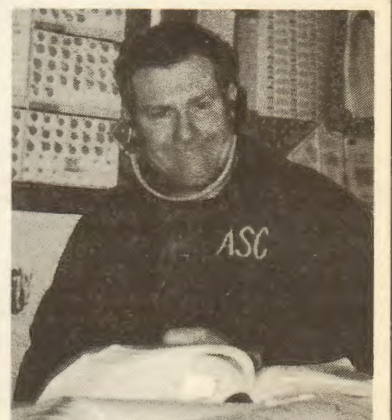
Shutting down and securing the *St. Clair's* main engines before winter layup procedures begin is QMED Rick Metcalf.



On the deck of the *St. Clair*, Deckhands Garth Gapske (right) and Clayton Church pull cable prior to docking at the Detroit Edison power plant in St. Clair, Mich. to offload their last cargo of the 1996 season.



Changing out a power pack in the engine room aboard the *H. Lee White* before winter layup is Wiper Norman Fittahey.



QMED Robert Griffith orders bearings for the *H. Lee White's* engine pump before beginning winter layup maintenance.

## Slater Named Head of Transportation Dept.

Continued from page 2

He is scheduled to replace Federico Peña, who has served as transportation secretary throughout the Clinton administration. Peña had announced in November that he would be stepping down and leaving the Clinton administration. However, during the same press conference where Slater was introduced,

President Clinton announced he was appointing Peña to be the next secretary of energy.

"We look forward to working with Secretary-designate Slater," SIU President Michael Sacco stated. "He comes to this position with high recommendations, and we believe he will carry on the fine work initiated by Secretary Peña on behalf of the U.S.-flag fleet."

# CG Approves Hall Center's Inland Tankerman Course

The Paul Hall Center for Maritime Training and Education recently received U.S. Coast Guard approval for its two-week tankerman barge person in charge (PIC) course.

As a result, Seafarers sailing as inland tankermen who pass the course at the school in Piney Point, Md. can secure the new rating of tankerman-PIC (barge) when renewing their z-cards after March 31, 1997. Both the rating and the training are required by Coast Guard regulations that take effect March 31.

Those rules change the present tankerman rating to tankerman-PIC and define the qualifications

of tankermen and other mariners involved in cargo operations. The regulations require such mariners to complete training and testing meriting the new endorsement from a Coast Guard-approved facility such as the Paul Hall Center.

Mariners currently sailing as tankermen who renew their z-cards before March 31 will be considered as holding the tankerman-PIC (barge) endorsement until their documents expire. However, when renewing z-cards after March 31, mariners must show proof of completing a Coast Guard-approved tankerman barge PIC course and a firefighting course to have the new endorse-

ment listed on the documents.

Firefighting is included in the Paul Hall Center class. The course also will review aspects of loading, transferring and unloading various cargoes carried by tank barges, and will revisit diesel engine operation and repair.

In accordance with federal guidelines, the class is limited to 25 students (per installment). Remaining starting dates for the course in 1997 are February 10, March 10, April 7, May 5, June 2, June 30, August 25, September 22, October 20 and November 17.

In approving the course, the Coast Guard noted that it had evaluated the curriculum, instructors' credentials and training facilities. The letter of approval concluded, "The Coast Guard appreciates the efforts you have taken in the field of maritime training and extends its wishes for the continued success of the courses offered by the (center's) Seafarers Harry Lundeberg School of Seamanship."

The Coast Guard regulations creating the new tankerman-PIC (barge) endorsement primarily stems from the Oil Pollution Act of 1990 and an international treaty on mariner training and certification.

## Tanker Assistant Class 'Grandfathered'

When the U.S. Coast Guard recently certified the Paul Hall Center's tanker assistant DL course (formerly tanker operation/safety), it did so retroactive to January 1, 1995. This means SIU members who took the class any time after that date will be credited for a tankerman assistant course that meets requirements of the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners.

As reported in previous issues of the *Seafarers LOG*, bosuns, ABs and pumpmen sailing aboard tankers must possess a tankerman assistant endorsement to comply with the STCW convention, an international treaty to which the United States is signatory.

In order to get the tankerman assistant rating placed on a z-card when the document is being renewed after March 31, 1997, a mariner must present proof of completing a Coast Guard-approved tankerman assistant class. He or she also must show evidence of having qualified for the endorsement under a grandfather provision that expires March 31.

The Paul Hall Center's three-week tankerman assistant course is open to all ratings and departments, although galley personnel need only attend the first two weeks. The class blends hands-on training with classroom instruction. It is limited to 25 students per installment.

# APL Agrees to New Pact With Unlicensed Unions

A new three-year agreement has been reached between Seafarers sailing in the steward department aboard APL (formerly American President Lines) vessels and the Oakland, Calif.-based company.

In negotiations that ended December 18, the SIU Atlantic, Gulf, Lakes and Inland Waters District (which represents the galley gang on APL ships) as well as the Sailors' Union of the Pacific (which represents unlicensed deck crews) and the Marine Firemen's Union (which represents unlicensed engine department members) signed a new contract with APL that runs until November 22, 1999. The contract covers APL vessels that will be part of the new Maritime Security Program and is implemented when a vessel is accepted into the program.

The Maritime Security Program, passed by Congress and signed by President Clinton last

year within the Maritime Security Act of 1996, is a 10-year legislative effort to help provide funding for militarily useful U.S.-flag vessels. MarAd signed contracts on December 20 for the first 38 vessels to be included in the program. Many of the vessels are crewed by Seafarers. (See story on page 3.)

# Coast Guard Maintains Shipping Records Electronically Seafarers Urged to Protect Personal Maritime Documents

Seafarers are urged to maintain copies of their discharges as the U.S. Coast Guard begins a new system of recordkeeping this month.

The agency recently issued a final rule revising its system for maintaining and submitting records of the shipment and discharge of merchant mariners. The

new rule takes effect January 3.

The regulation calls for three primary changes. First, the Coast Guard will maintain its sea-service database electronically rather than storing paper copies of shipping articles and discharges as it had in the past.

Second, ship operating companies may electronically submit the information from articles and discharges to the Coast Guard rather than use the current method of copying that data and mailing it. (Companies still are free to submit them traditionally.)

Finally, ship operating companies are required to keep original articles and copies of discharges for three years. (Companies previously were not required to maintain such records, though some did so anyway.) During that three-year period, companies must provide copies of articles and discharges to the mariner and the Coast Guard upon request.

"In light of these changes, it is more important than ever for Seafarers to maintain and protect copies of their records, and make sure copies are on file with the Seafarers Pension and Welfare

Plans," noted Augie Tellez, the union's vice president in charge of collective bargaining and contract enforcement. "While there undoubtedly will be significant advantages to the new system, there's so much key information on a discharge, and now it's being handed over to a piece of machinery. The safest move is for individual members to keep duplicates of their records."

The new arrangement, which will utilize fairly inexpensive and basic computer technology, is a direct result of the Coast Guard Authorization Act of 1994. That legislation called for the agency to eliminate the maintenance of manual records for articles and discharges and to oversee shipping companies' record maintenance.

As part of the same program, the Coast Guard in late 1994 began issuing merchant mariner's documents (also known as MMDs or z-cards) featuring a magnetic stripe like the one on a credit card.

The new MMD stripe contains the mariner's name and social security number; eventually, the Coast Guard plans for the stripe to also include ratings, sea time,

training and other information.

In light of this move toward electronic recordkeeping, the Paul Hall Center for Maritime Training and Education is in the process of creating an electronic database listing all training completed by SIU members. "This should be especially useful in the years ahead, when training time will be a factor in attaining various ratings," pointed out J.C. Wiegman, assistant director of vocational education at the school, located in Piney Point, Md.

Meanwhile, the new Coast Guard rule gives companies the choice of submitting copies of articles and discharges either electronically or traditionally. In either case, the Coast Guard will maintain its records electronically.

When the three-year period for companies maintaining articles and discharges expires, companies must send original articles to the Coast Guard and may dispose of the copies of discharges. The Coast Guard will validate the information from the articles, then send them to a federal record-storage facility near Washington. The data will be kept there for 60 years.

# New Orleans Accident Investigation Continues

The National Transportation Safety Board (NTSB) and the U.S. Coast Guard are continuing their investigation on how and why the Liberian-flagged, Chinese-crewed *Bright Field* crashed into a crowded New Orleans shoreline shopping area on the afternoon of December 14.

The undisputed facts in the case revealed that the 735-foot freighter, loaded with corn, was sailing downstream when it lost power. Pilot Ted Davisson called for emergency assistance as the river's current began moving the vessel toward an area where two cruise ships and a casino boat were docked with the shopping center in between.

The *Bright Field* slammed into the shopping complex, causing part of the building to collapse. The freighter ran aground less than 100 yards from the casino boat, where passengers were scurrying to get off the boat.

Tugboats, including several SIU-crewed Crescent vessels, raced to the scene to secure the *Bright Field* against the dock. More than 100 people from both the shopping center and the casino boat were injured trying to get out of the way of the freighter.

However, discrepancies about what happened on the bridge were revealed during hearings held days

after the accident.

Pilot Davisson told the panel looking into the *Bright Field* incident that the crew aboard the freighter either ignored or misunderstood his orders when the ship lost power. According to the *New Orleans Times Picayune*, Davisson informed the panel that the captain was "very nonchalant" concerning the prospect of an accident. He added that neither the captain nor the mate responded verbally to any of the emergency orders he gave.

A day later, Captain Deng Jing Quan advised the panel that he, indeed, was attempting to follow Davisson's orders but broke with protocol by not acknowledging them. He said the only time he did not obey an order was when Davisson requested a drop anchor, because Quan believed the action would have steered the freighter into a nearby cruise ship. He waited a few seconds, then gave the order.

The captain stated he had been aboard the *Bright Field* for four months and had not experienced such a power outage. The investigation into the accident showed the vessel's engine had last been repaired in April.

The NTSB and Coast Guard have not announced when they plan to release the findings into the accident.

# Capt. Praises Overseas Alice Crew

The somberness of a ship's final voyage did not prevent the SIU crewmembers of the *Overseas Alice* from doing a good job, the vessel's captain stated.

William T. Orr, master of the *Overseas Alice*, recently sent a letter to SIU President Michael Sacco praising the Seafarers who manned the ship on its last run, which concluded late last year. The letter reads as follows:

"I would like to bring your attention to the exemplary performance displayed by the crewmembers of the *Overseas Alice* on her final voyage. Throughout the

long and arduous journey from Vancouver to Bangladesh to the final port of Alang, India, your union brothers maintained the highest level of professionalism and attention to their duties.

"In the face of losing yet another American-flag vessel, the crewmembers chose to hold their heads high and represent their country, their union and the American shipping industry to the very best of their abilities. For this I commend every one of them. It has been my pleasure to sail this final voyage with these members of the Seafarers International

Union," wrote Captain Orr.

The *Overseas Alice*, a single-hull tanker operated by Maritime Overseas Corp., has been scrapped in accordance with guidelines set forth in the Oil Pollution Act of 1990, noted a company spokesman. The ship was approximately 30 years old.

"Everyone was sorry it was the last trip, but everyone worked hard and did a good job," said AB Ramon Bonfont, who sailed on that voyage. "We did okay."

"Overall, it was a nice trip," added OMU Lenzy Barney. "Everybody handled it well."



Crewmembers from the *MV Kassos* give the "victory" sign after a successful strike in which the ITF helped them secure more than \$100,000 in back wages.

## More of Same: Runaway Scam Leaves Crew Without Food, Pay

### ITF Intervenes, Secures Back Wages and Stores

The plague of runaway-flag shipping revealed its inherent cruelty again during the recent case of the *MV Kassos*, complete with the typically horrendous treatment of a multinational crew.

The Greek-owned, Malta-flag ship sailed for months with a severe shortage of stores, unsafe equipment, leaks throughout the house and on deck, and no functioning toilet. By the time the bulk carrier docked in Baltimore last month, the crew—composed of men from Greece, the Czech Republic, Romania, Syria and Albania—was owed more than \$100,000 in back wages.

Somehow, they didn't lose their sense of humor. When the SIU's Edd Morris, who serves as an International Transport Workers Federation (ITF) inspector, boarded the vessel, the men joked that the food was so bad and so scarce that they took turns chewing the meat until finally someone could swallow it.

Their plight was no laughing matter, however, as evidenced by the chief cook's vow to jump overboard rather than stay on, if the problems were not addressed.

"The crew had been onboard since January. The cook had to ration the food to last two to three times the normal length of time, and that includes fish the men caught themselves," stated Morris, who was assisted by Dennis Metz, a deputy inspector with the ITF. "They had very little to drink, and there were many other problems also. Every time it rained or seas blew onto the deck, some of the passageways and rooms were soaked. One man slept with plastic covering him. The crewmembers finally were so disgusted with the terrible food and unsafe working conditions that they protested."

That protest included going on strike and calling Morris, who, upon learning of the crew's troubles, immediately contacted the vessel's owner, Nestos Marine of Piraeus. During the next 10 days, Morris—who noted that Nestos Marine has a history of cases similar to that of the *Kassos*—demanded and secured the back wages, with interest. He also garnered fresh stores and helped arrange for ship repairs as well as transportation home for those crewmembers who wanted to sign off.

Morris further got the shipowner to agree to pay the crew at ITF contract rates, which represented a raise.

"The crew was very thankful to the ITF," Morris said. "They viewed the back wages, stores and other corrections as a sign of good faith, so some chose to continue

working."

Based in London, the ITF represents 10 million transportation employees from more than 400 trade unions worldwide, including the SIU.

One of the top goals of the ITF's Seafarers Section is to end the scam of runaway-flag shipping. With that aim, ITF inspectors all over the world assist the crews of such vessels to make sure the shipowners are held accountable. (The ITF does not limit its work strictly to runaways, however.)

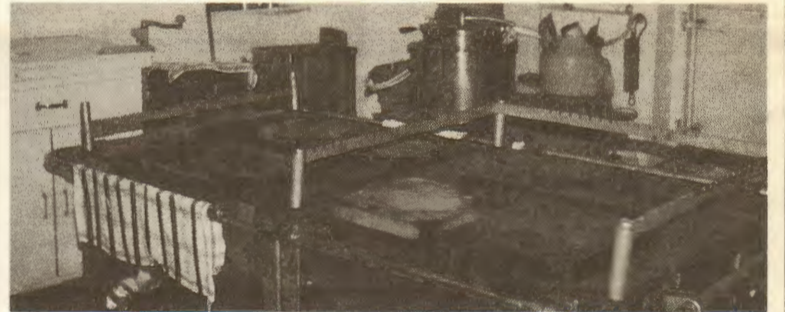
Runaway-flag shipping is the scheme of involving multiple parties from different nations in the operation of vessels. Some 50 years ago, American maritime unions dubbed what are sometimes called flag-of-convenience registers as "runaway flags" or "runaway registers" because of their use as a means for shipowners to shirk their responsibilities.

More specifically, runaway-flag ships are used to escape from a maritime nation's safety regulations, procedures, inspections, tax laws and higher wages by paying a nominal fee to the government of a non-maritime nation (one that does not have its own fleet) seeking to raise revenue. The shipowner then "flags out" the vessel to that nation.

With such shipowners insulated by often-unscrupulous managers and registries, it often is difficult and time-consuming to pinpoint responsibility or get them to follow the rules.



The multinational crew of the runaway-flag *Kassos* contacted ITF Inspector Edd Morris (center, directly behind two crewmembers who are sitting) after the ship arrived in Baltimore in November. Within 10 days, they received fresh stores, back wages, proper safety equipment and (for those eligible) repatriation expenses.



With a significant shortage of food and drinks, plus only two functioning burners, the galley was used sparingly by the crew.

## Great Lakes Seafarers Speak Out in Support of Jones Act

"If we lose the Jones Act, we lose our jobs, our livelihoods and everything we have ever worked for. This is no joke, if the Jones Act goes, so does Great Lakes shipping," stated 20-year SIU member **Brendan Murphy**, a wheelsman on the *American Republic*, an American Steamship Co. Great Lakes freighter.

"The Jones Act supports our very existence as U.S. seafarers," noted Great Lakes QMED **Rick Metcalf**. "American waters should be for American mariners. We should always have control over our own waterways."

Murphy and Metcalf understand what the nation's freight cabotage law means to Seafarers sailing on the Great Lakes. How-

ever, some individuals mistakenly associate the Jones Act only with deep sea vessels.

The Jones Act, part of the 1920 Merchant Marine Act, states that freight moved from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels. The Jones Act covers all deep sea, inland and Great Lakes vessels that meet such provisions contained in the law.

### Importance on Lakes

Great Lakes vessels covered by the Jones Act carry iron ore, coal, limestone, potash, salt, cement, liquid bulk and grain between ports on lakes Superior, Michigan, Huron, Erie and Ontario. In 1995 alone, U.S.-flag lakers moved more than 114 million tons of cargo.

**William Henry Mulcahy**, an AB/bosun aboard the Great Lakes vessel *H. Lee White*, explained why he believes the Jones Act is so important.

"We can't lose the Jones Act. If we did, we would be losing all our sailing rights as Americans and all our hard-won union rights. We would be taking a step back in time."

Noting that efforts to preserve and maintain the Jones Act have been successful but are not over, Mulcahy added, "I feel that the union and the Clinton administration have done an excellent job in defeating those who want to chop up the Jones Act, but I know that the fight will continue."

"I am a constant supporter of SPAD, and I write letters to my elected officials as often as I can. We need to urge them to continue their support of the Jones Act and all U.S. maritime laws that preserve the jobs and lives of U.S. mariners," noted Mulcahy, who joined the union in 1977 in the port of Detroit.

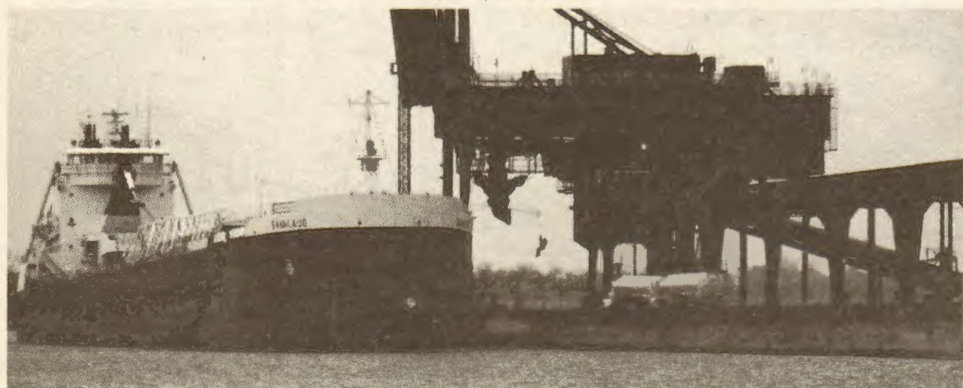
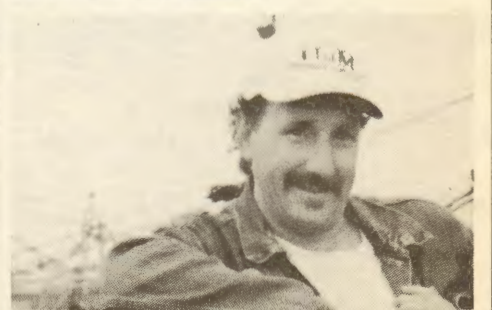
Despite recent attempts to weaken the nation's freight cabotage law by opponents, the Jones Act has remained unchanged. Late in the 104th Congress last year, bills were introduced in both the House and Senate to eliminate certain vital provisions of the law. Neither chamber took any action on their respective measures before Congress adjourned.

"Writing to members of Congress and telling them who we are—Seafarers on the Great Lakes—that is important. We need to

urge our elected officials to stand up for us and protect what makes us American mariners and allows us to transport our own goods in our own waters," said **Wheelsman Howard Herold**, a 29-year member of the SIU.



Wheelsman **Howard Herold**, above, has written members of Congress, asking them to protect the Jones Act. Below is **Wheelsman Brendan Murphy**, who states the livelihoods of all American mariners would be harmed if the Jones Act is altered.



The SIU-contracted *Sam Laud* is one of many Great Lakes U.S.-flag freighters whose services are covered by the Jones Act.

# MSCPAC Ships Rescue 20 Mariners Near Guam

Two Seafarers-crewed ships operated by the U.S. Military Sealift Command-Pacific Fleet (MSCPAC) recently rescued all 20 crewmembers of a vessel sinking in the Pacific Ocean, approximately 50 miles southwest of Guam.

Responding to a U.S. Coast Guard call from Guam during the early morning hours of November 9, the ammunition ship *USNS Kilauea* and the cable-laying ship *USNS Zeus* saved the crew of the Philippine-registered *Guernsey Express*, a cattle carrier. The

Filipino crew had abandoned the vessel, en route from Australia to Japan, because of damage it sustained from a typhoon.

None of the men was seriously injured. The cargo of 1,600 live cows was lost when the *Guernsey Express* sank.

The cargo ship initially appeared able to withstand Typhoon Dale as it took on a controllable amount of water. But after changing course for Guam to take refuge, the ship's pumps failed, and the vessel steadily listed starboard.

The crew subsequently dispersed, with 18 manning a lifeboat and the other two boarding a life raft.

Days earlier, both the *Zeus* and the *Kilauea* had left Guam to avoid that same storm. However, when they received word of the impending sinking, they immediately sailed to the emergency scene.

They arrived within minutes of each other, at approximately 4:15 a.m., some four hours after being contacted by the Coast Guard. Typhoon Dale's aftereffects still were evident by the 30-knot wind gusts and 15-foot swells.

Several helicopters based on Guam also were on the scene, and initially they planned to execute the rescue with the SIU-crewed ships standing by to assist. However, after repeated approaches, the helicopter pilots decided they could not safely perform the operation due to the weather, and they returned to shore.

In a written account of the incident, Captain Pat Huetter of the



Eighteen of the survivors of the ill-fated *Guernsey Express* pose for a photo with Third Officer Geoffrey Nelson (kneeling, fourth from left) aboard the *USNS Zeus*.

*Zeus* noted that the ship employed a computer-driven system known as Integrated Program Control (IPC) to approach the 18-person lifeboat. "The IPC uses a computer to coordinate the ship's effectors—bow and stern thrusters, twin screws and rudder—to control the ship's direction to within a degree and the ship's speed within a tenth of a knot," the captain ex-

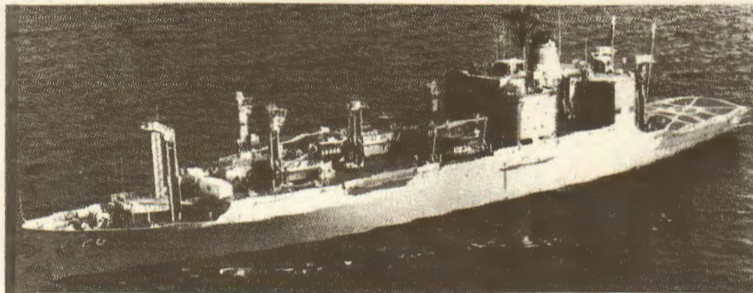
plained. "The IPC is utilized by *Zeus* to conduct cable operations often in weather like that encountered at the scene. It proved to be the perfect tool to enable a ship the size of *Zeus* to make a shipboard recovery of a lifeboat at sea."

Once alongside the lifeboat, the *Zeus'* deck gang arranged a cargo net from the ship's starboard loading side ports, located roughly eight feet above the water. One at a time, the 18 men in the lifeboat climbed the net to safety. The last crewmember came aboard at dawn.

Meanwhile, despite the rough weather, one of the helicopters stationed aboard the *Kilauea* helped save the two men in the raft. Two rescue swimmers leaped from the chopper and secured the survivors; all then were hoisted to safety aboard the helicopter.

Seafarers and the rest of the MSCPAC crewmembers provided clean clothes and food to the Filipinos, who were understandably thankful for all the help. The crews also donated money to the survivors.

Shortly after the rescue, the *Guernsey Express*, four miles north, shifted to a vertical position, hovered for a few moments and then descended beneath the surface.



The Seafarers-crewed *USNS Kilauea* (above) and *USNS Zeus* saved 20 mariners whose cargo ship was sunk by a typhoon near Guam.



## Maritime Briefs

### Victory Ship Donated To California Maritime Museum

Thanks to a bill recently passed by Congress, the *Red Oak Victory*, a World War II Victory cargo ship, is being given to the Richmond, Calif. Museum Association for display as a floating monument of the city's wartime accomplishments.

The *Red Oak Victory*, built in 1944, was one of 747 cargo vessels constructed in the city's four Kaiser shipyards during World War.

Richmond was the home of some of the busiest shipyards in the U.S. during the war. Known primarily for its fast construction of Liberty ships, the Kaiser yards also built the faster and larger Victory ships, which were developed after America had entered the war.

According to Lois Boyle, president of the museum association, the *Red Oak Victory* will be on display at the former naval fuel depot at Point Molate, north of San Francisco on the Sacramento River.

The Victory ship is currently laid up at the government's mothball fleet on Suisun Bay.

Boyle noted that the museum association plans to develop the Point Molate location into a World War II history center which will have a number of displays, restaurants and a conference center.

The same bill passed by Congress authorized the secretary of transportation to formally donate the Liberty ship *Jeremiah O'Brien* to a nonprofit corporation with "an established track record of maintaining a Liberty ship for the public's benefit."

The *O'Brien*, operated under the authority of the Maritime Administration, is currently linked with the National Liberty Ship Memorial Association located in San Francisco.



### New Services Offered By Snug Harbor to Retired Mariners

The Sailors' Snug Harbor, a residential retirement and nursing home for U.S. merchant mariners, has announced a new program designed to further assist aging seamen with economic, social and medical problems.

The North Carolina facility provides in-house care and assistance for 122 seamen. To extend their services, Sailors' Snug Harbor developed the Mariners' Outreach Assistance Program (MOAP).

This service provides stipends for qualified applicants. The support can help with monthly bills such as electricity, rent, telephone, insurance or other necessary expenses.

To qualify for the MOAP, an individual must be retired and have sailed at least 10 years in the deep sea division—five years of which must have been on U.S.-flag vessels. The mariner also must be able to prove financial need through the completion of a MOAP application.

For more information about this program, contact Rose Tankard, Sailors' Snug Harbor, P.O. Box 150, Sea Level, NC 28577, or call (919) 225-4411.



### \$1.3 Million Awarded To Protect Great Lakes

The Great Lakes Protection Fund has awarded \$1.3 million to the Lakes Carriers Association (LCA) to assist in the research and prevention of biological invasions of the Great Lakes region.

The money will be used by LCA and the Northeast-Midwest Institute, which will design and test new technologies to prevent marine organisms from being unintentionally transported in the ballast tanks of commercial ships.

Members of the Great Lakes Protection Fund include governors of the Great Lakes states. The fund was established by the group in 1989 as a \$100 million environmental endowment to solve Great Lakes ecosystem problems.

When awarding the endowment, the group noted that the intention of the money was to help save the region from the escalating expense, ecological damage and potential health problems caused by the increasing number of foreign species taking hold in the waters of the Great Lakes. The grant will be used to build and test various configurations of filters and other technologies that can prevent marine organisms from being sucked into commercial ships when ballast water is taken aboard. (The most infamous invader, the zebra mussel, came to the Great Lakes when ballast water was discharged from a vessel than had taken on the ballast in Europe.)

The research team began conducting technology tests aboard a commercial Great Lakes vessel in December. Its work on the Lakes will continue for at least two years.

## AB Miraglia Keeps Communications Circle Unbroken for Gulf Boatmen

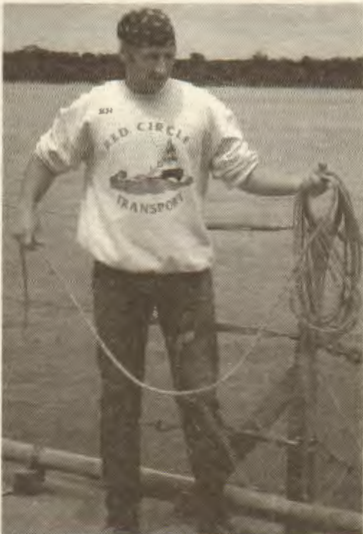
Those who know AB Alex Miraglia are familiar with his positive attitude, love of the inland waterways and the great pride he takes in being an SIU member.

Miraglia, who joined the union in 1987, sails aboard Red Circle Transportation Co. vessels. He serves as the fleet delegate for the boatmen, a position which keeps him in touch with the latest communications between the union and the company. In that role, he helps ensure that his fellow boatmen are similarly updated.

"Alex obviously is trusted by

all the guys who work for Red Circle, so much so that he was elected to serve as fleet delegate for the current three-year contract," said New Orleans Patrolman Steve Judd. The patrolman added that Miraglia's input was instrumental during the 1995 contract negotiations between the SIU and the New Orleans-based company.

The deck department member recently signed on the *Gale B.*, one of three tugs operated by Red Circle. (He provided the *Seafarers*



AB Alex Miraglia prepares the heaving line aboard the Red Circle sea barge.



While docking in Panama City, Fla., Assistant Chief Engineer Tom Goff (left) and AB Rob Whitehurst operate the anchor windlass on the tug *Theresa F.*



The SIU-crewed *Gale B.* has been on a steady run between Tampa, Fla. and San Juan, P.R. for more than 30 years.

LOG with the photos for this article.) The tug pushes a barge loaded with phosphate rock from Tampa, Fla. to Puerto Rico.

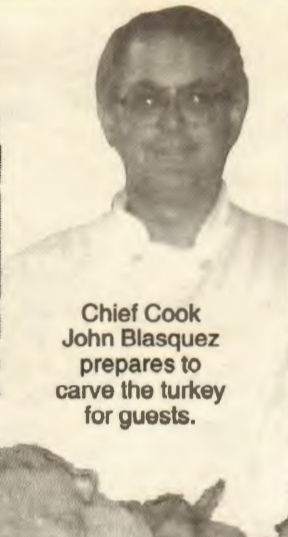
Phosphate rock is extracted from the bottom of the ocean floor and transported by SIU-crewed tugs and barges to refineries in New Orleans and Puerto Rico, where it is turned into fertilizer.

The sister tugs in the Red Circle fleet—the *Allison C.* and the *Theresa F.*—move minerals from Tampa to New Orleans.

# Hundreds Gather in San Francisco For Annual Holiday Feast



First in line for the Thanksgiving feast are (from left) Chief Cook John Bennett and a friend, SA Donald Benjamin, DEU Felix Simmons and spouse LeLe.



Chief Cook John Blasquez prepares to carve the turkey for guests.



More than 300 Seafarers, pensioners and their families gathered at the San Francisco union hall to enjoy the seventh annual celebration.



Chief Steward Burt Richardson (left) prepares to serve guests roasted turkey while SA Maximo Loto dishes out ham to SA Karin Abdul and OMU Kevin Cooper.

SA Whitey Pavao (center), dressed in special holiday attire, talks with friends over dinner.

Many people donated their time and talents to help ensure the success of the San Francisco feast. Pictured above serving are, from left, Mrs. Scott (wife of Third Cook Clifford Scott), retired Third Cook Rafael Aquino, Chief Cook John Blasquez and Chief Steward Steve Valencia.



Recertified Bosun Tom Trehem (left) and his wife enjoy coffee and dessert with OMU "Tiny" Hardner (center).



SIU Representative Raleigh Minix (left) stops by one of the many dinner tables to greet friends.



Old and new friends joined for the annual San Francisco feast. Pictured above, from the left, are Joanna Mae Wiley (wife of Bosun Oscar Wiley), Denise Celona (wife of Port Agent Nick Celona), two IBU members, SIU Representative Romeo Lumanian and retired Bosun Peter Amper.



Retired Bosun Bob Wagner (left) joins his longtime friend Andy Reasko (a retired chief steward) at the dessert table.



Following a long day of cooking, SA Maximo Loto (far right) sits down to enjoy dinner with his family and friends. To Loto's right are AB Alfredo Varona (standing), AB Mike Spranza, his wife and baby girl, and QMED Burt Salaria.

More than 300 Seafarers, pensioners and their families gathered at the San Francisco union hall on Tuesday, November 26 to celebrate Thanksgiving with good food and fellowship at the annual holiday luncheon.

The affair took several weeks of voluntary preparation by Seafarers and union representatives. Steward department members and pensioners worked together under the direction of Chief Stewards Steve Valencia and Burt Richardson to ensure the meal would be perfect.

Galley gang members began preparing the actual meal the day before the feast. Early on the 26<sup>th</sup>, Seafarers returned to the hall to put finishing touches on the cooking. Nearly 20 other union members readied the facility for the hundreds expected to attend.

The menu was consistent with a traditional Thanksgiving dinner. However, the stewards were prepared to serve more than the typical number of guests.

Eighteen 23-pound turkeys and six 12-pound hams were carved, while stuffing, mashed potatoes and gravy, sweet potatoes, cranberry sauce and numerous other vegetables made the feast complete. For dessert, guests enjoyed homemade apple, pumpkin and pecan pies.

The meal was presented buffet-style with serving tables set up on one side of the meeting room, while the remainder of the hall was filled with tables and chairs for the guests.

San Francisco Port Agent Nick Celona reported that all who attended enjoyed the festivities.

"It is always nice to gather together with our fellow union brothers and sisters to give thanks for all of the good things provided to us by the SIU. It was a wonderful dinner prepared with love by our people," the port agent stated.

Celona thanked SIU-contracted companies Matson, Sealand and APL for donating food for the celebration.

Joining the Seafarers for the festivities were representatives from other labor unions, including the Sailors' Union of the Pacific, Marine Firemen's Union, MEBA - District 1, Inland Boatman's Union, American Maritime Officers, Masters Mates and Pilots, and the United Food and Commercial Workers.

Guests also included retired SIU Executive Vice President Ed Turner as well as several San Francisco government officials and representatives from local contracted shipping companies.



Some of the children who personally got to tell Santa their wishes are Magan and Morgan Crum (daughters of Steward Peter Crum), Olivia Lorge (daughter of SIU Secretary Alicia Lorge), O'neasha and T'Keyah Samuels (daughters of OMU Kevin Samuels), Natalie Woods (daughter of Jerry Woods) and Ashley Samuels (niece of Kevin Samuels).

## Santa Visits Mobile Hall

The arrival of Santa during a Christmas party at the Mobile, Ala. SIU hall last month proved to be a delight for children and adults alike.

More than 60 Seafarers and their families and friends joined in the annual festivities, which included a blessing by Minister Bernie Maret (a former SIU member) and a delicious holiday meal prepared by retiree Esaw Wright and Beverly Bourgot (widow of Bosun Tony Bourgot). The jovial St. Nick then made an appearance, bearing gifts for all the children.

Mobile Port Agent Dave Carter sent the LOG the accompanying photos (taken by Port Representative Ed Kelly).



Christmas brings out the child in everyone, including retiree Isidore Congen.



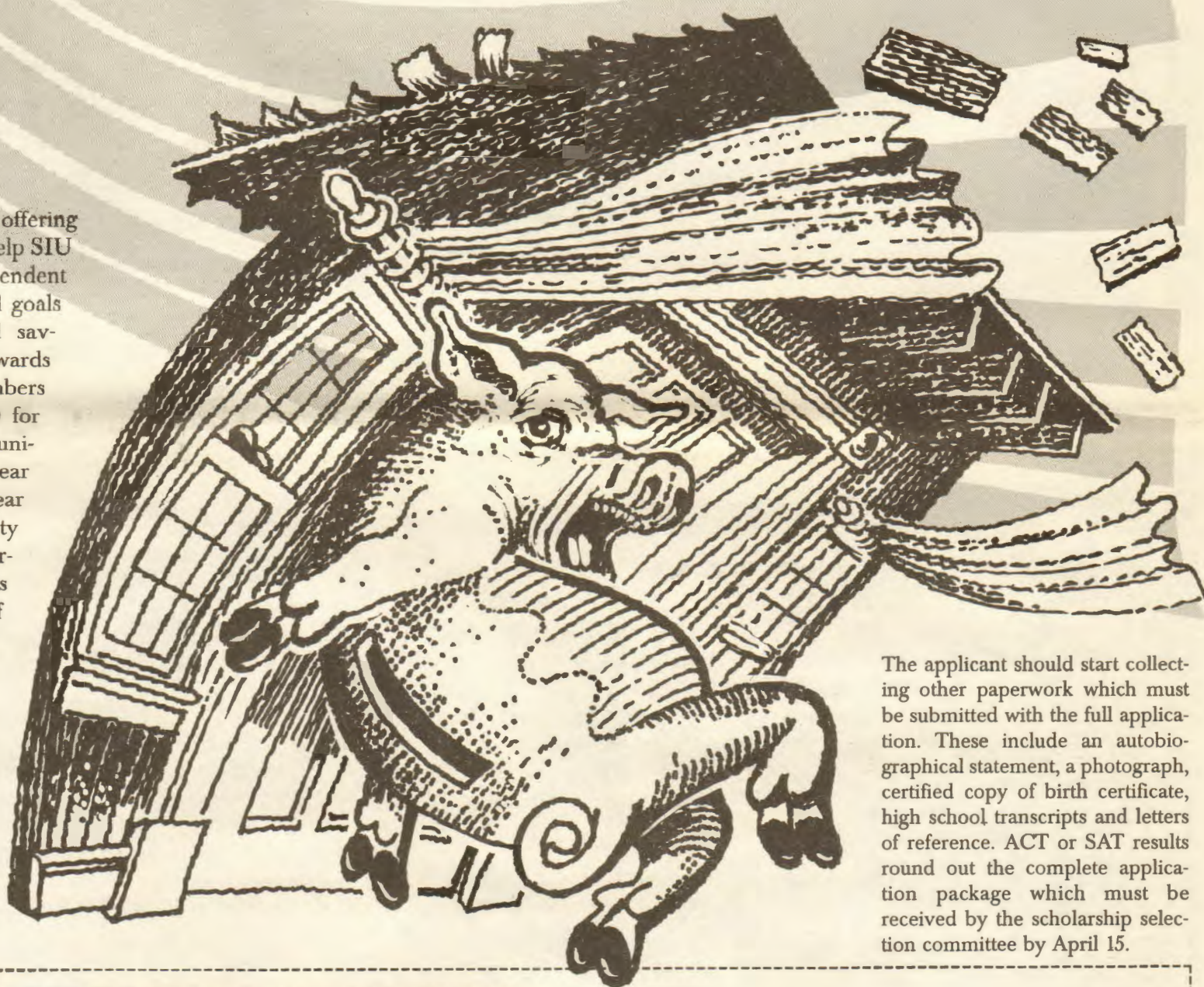
Esaw Wright and Beverly Bourgot, who prepared the holiday meal, are not forgotten by Santa.



# Don't let the increasing cost of higher education BLOW your house down!

The Seafarers Welfare Plan is offering seven scholarships this year to help SIU members, their spouses and dependent children attain their educational goals without depleting hard-earned savings. Three of the monetary awards are being set aside for SIU members (one in the amount of \$15,000 for study at a four-year college or university and two \$6,000 two-year scholarships for study at a two-year vocational school or community college). The other four scholarships will be presented to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

Completed applications must be received by the Seafarers Welfare Plan by April 15, 1997, so now is the time to send away for a copy of the scholarship program booklet.



The applicant should start collecting other paperwork which must be submitted with the full application. These include an autobiographical statement, a photograph, certified copy of birth certificate, high school transcripts and letters of reference. ACT or SAT results round out the complete application package which must be received by the scholarship selection committee by April 15.



**START NOW**

To receive a copy of the 1997 SIU scholarship program booklet, which contains eligibility information, procedures for applying and a copy of the application form, complete the coupon at right and mail it to the Seafarers Welfare Plan.

**COMPLETE THIS APPLICATION FORM AND MAIL TO:**

**Seafarers Welfare Plan  
5201 Auth Way  
Camp Springs, MD 20746**

Name \_\_\_\_\_

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

Social Security Number \_\_\_\_\_

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

Street Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip Code \_\_\_\_\_

This application is for:

Self

Dependent

1/97

# SEAFARERS FAMILY photos

For many Seafarers, 1996 featured milestones such as births, marriages and anniversaries. This page from the family album captures some of the treasured memories of SIU members and their families. It also helps remind us that the ever-expanding SIU family is one of the things that keeps the union strong.

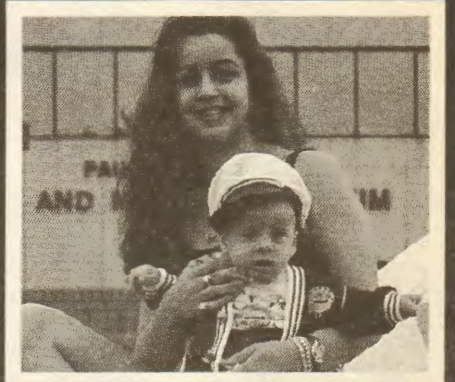
As always, the LOG welcomes your photos and will publish them on a periodic basis.



Retired Seafarer George A. O'Berry of Philadelphia, Miss. and his loving wife of almost 50 years are blessed with twin great-granddaughters, Abby Tempest and Haley Elizabeth Johnson. The twins' parents are Mr. and Mrs. Tony Johnson. Johnson is employed at the Veterans Hospital in Marlin, Texas.



Alex Turko Jr. got a chance to be with his dad, Alex Turko Sr., who was upgrading at the Lundeberg School over the summer. Below, the little sailor also enjoyed the stay at the school with his mom, Alida.



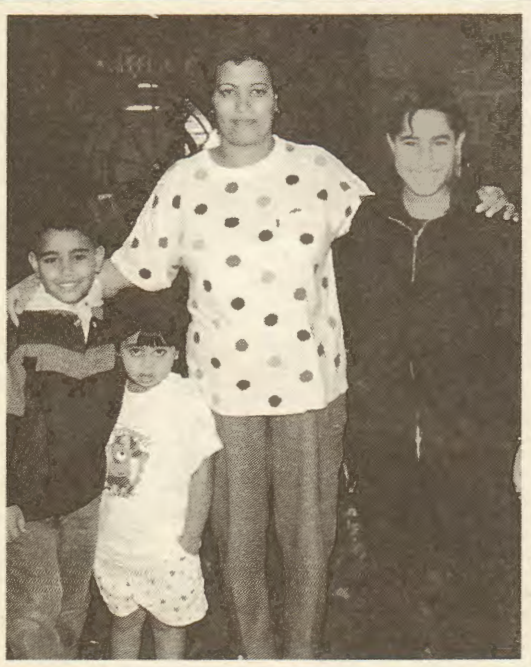
A wedding celebration took place recently in the Philippines, when the Sea-Land Pacer stopped in Manila during one of its runs between that port and Kaohsiung, Taiwan. Terrance Stowall, chief cook aboard the Sea-Land Pacer, took Vivian Mijera as his bride. Those pictured as the couple exchanged rings were, from the left, Cristina Mijera, mother of the bride; Bill Lough, bosun on the Sea-Land Pacer; the groom; the bride; and Bill Wroten, the ship's chief steward (who sent this photo to the Seafarers LOG).



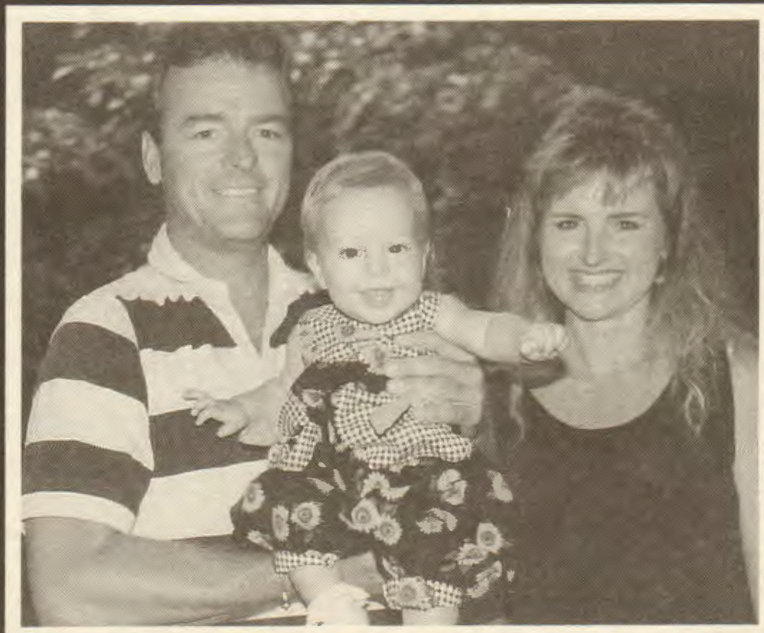
Victor Mariano and his wife, Rene, proudly show off their new son, Angelo, in the Honolulu hall. Mariano sails as a bosun's mate aboard the cable ship Long Lines.



AB Arthur Machado and his wife, Barbara, dropped in at the New Orleans hall recently from their home in Belle Chasse, La. Arthur has been going to sea about 28 years. Barbara, his wife of 25 years, notes that being a seaman's wife is a life of surprises "even though it's lonely for both the husband and wife when he's at sea."



While Hasan Rahman was attending the tanker assistant course late last year at the Lundeberg School, his family came to visit the Piney Point facility. They are, from left, son, Koreon; daughter, Sarah; wife, Sana; and son, Adam.



Recertified Bosun Patrick Ray was joined by his wife, Dianna, and 8-month-old daughter, Chelsea when he was taking the tanker assistant course this past summer at the Lundeberg School.

# THE YEAR IN REVIEW

One of the legacies of the late SIU President Paul Hall is his saying, "Politics is pork chops," along with its attendant meaning.

From Paul Hall's day to the present, Seafarers have understood the enormous impact politics has on the jobs and job security of U.S. merchant mariners. And for all of Paul Hall's crucial contributions both to the SIU and the American shipping industry as a whole, effectively teaching that lesson to generations of Seafarers arguably ranks among his most important accomplishments.

The link between political activity and the U.S.-flag fleet proved quite evident in 1996, highlighted by three examples:

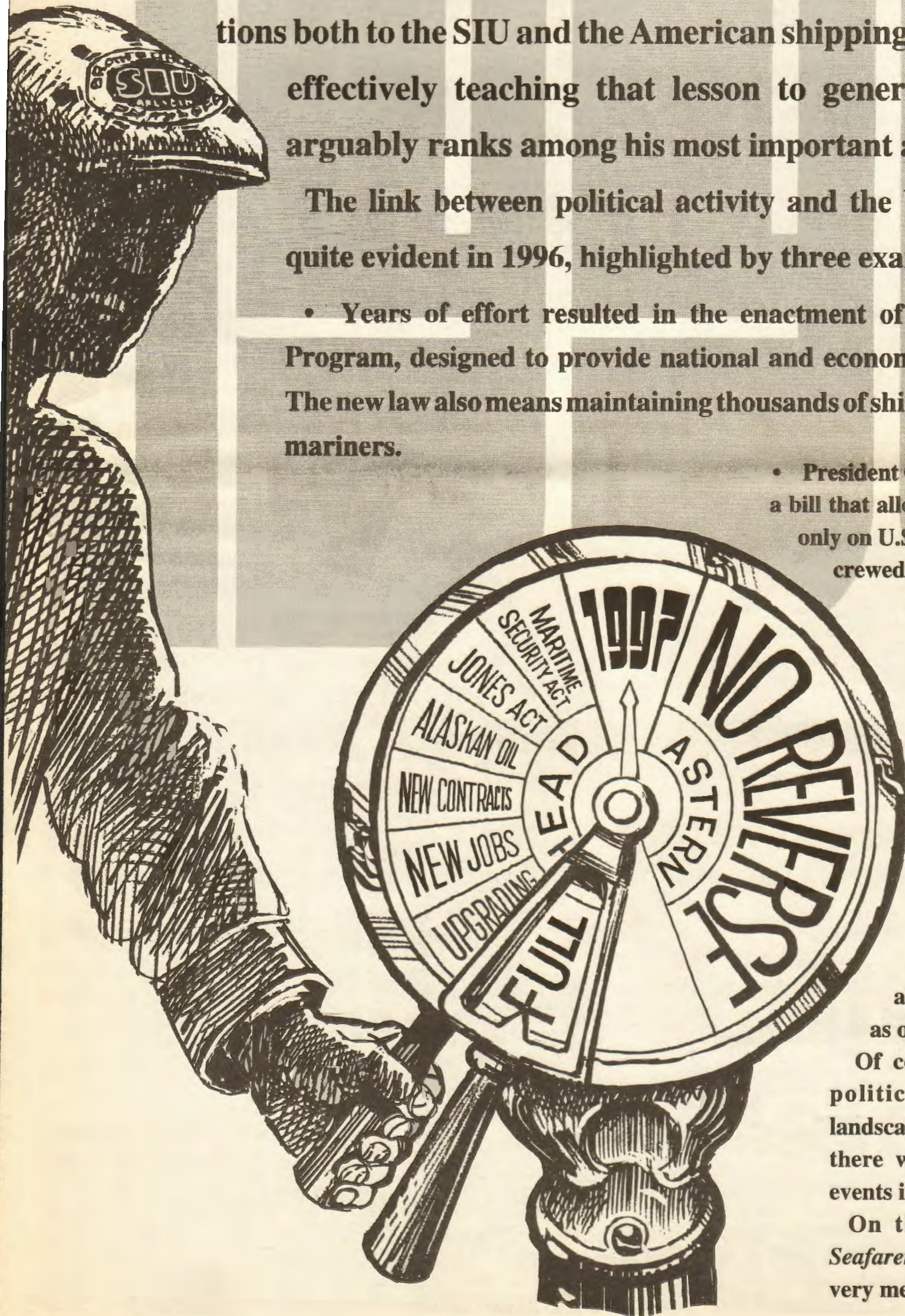
- Years of effort resulted in the enactment of the Maritime Security Program, designed to provide national and economic security to America. The new law also means maintaining thousands of shipboard jobs for deep-sea mariners.

- President Clinton gave final approval to a bill that allows the export of Alaskan oil only on U.S.-flag ships. As a result, SIU-crewed tankers came out of layup and returned to work.

- A broad coalition turned back repeated attempts to weaken or destroy the Jones Act, the nation's freight cabotage law. While this promises to be an ongoing battle in 1997 and beyond, maintaining the Jones Act has meant preservation of good jobs aboard boats and ships as well as on shore.

Of course, while legislation and political action dominated the landscape of the merchant marine, there were many other important events in 1996.

On the next three pages, the *Seafarers LOG* offers a look back at a very memorable year.



# A BANNER YEAR FOR

Contractual gains, legislative victories and new job opportunities highlighted 1996 for members of the Seafarers International Union.

As always, from beginning to end, the union's activities were focused on the jobs and job security of the membership. To that end, the SIU took part in many legislative battles; negotiated for better wages, benefits and working conditions; and continued its commitment to ensure that U.S. merchant mariners are the best-trained seamen in the world.

The following is a look back on some of the notable occurrences of 1996.

## Legislation

Culminating efforts dating to June 1992, President Clinton in October signed the Maritime Security Act (also known as H.R. 1350). The bill calls for a 10-year, \$1 billion program to help fund approximately 50 militarily useful U.S.-flag vessels.

A few days earlier, the Senate overwhelmingly had voted in favor of the bill, 88-10, despite repeated efforts by farm-state senators to stop it. Senate Majority Leader Trent Lott had vowed to bring the bill to a vote, and the Mississippi Republican — son of a union shipyard worker — kept that promise.

SIU President Michael Sacco praised the president and Senator Lott for their support. He also noted the efforts of Senate Minority Leader Tom Daschle (D-S.D.) and Senators Ted Stevens (R-Alaska), Kay Bailey Hutchison (R-Texas), Daniel Inouye (D-Hawaii), and John Breaux (D-La.) as well as Representatives Herbert Bateman (R-Va.), Randy "Duke" Cunningham (R-Calif.), Gene Taylor (D-Miss.) and Neil Abercrombie (D-Hawaii) who pushed the legislation in the House.

In addition, Sacco congratulated Seafarers, pensioners and their families for their hard work in support of the measure, which will preserve thousands of U.S. jobs. "Your letters, telephone calls and visits with the members of Congress and your support of SPAD paved the way for passage of this historic legislation," he said in a statement to the membership.

The program came to fruition last month, when the Maritime Administration began awarding contracts to participating companies. Several SIU-contracted companies are among those whose vessels will be registered in the Maritime Security Program.

Early in the year, President Clinton cleared the way for the export of Alaskan oil on U.S.-flag

tankers. This climaxed the repeal of a 22-year export ban. It also directly led to SIU members bringing tankers out of layup.

Here again, Seafarers and their families actively supported lifting the ban, and the union testified before the House and Senate in favor of its repeal.

Another important and intense legislative fight concerned the Jones Act, the nation's freight cabotage law. Aggressive actions by foreign-flag interests masquerading as Jones Act reformers were countered by individuals and organizations who recognize how vital the Jones Act is to America's transportation system, economy, safety and national security.

Among those spearheading the effort to maintain the law were members of the Maritime Cabotage Task Force, composed of more than 400 maritime and transportation-related organizations, including the SIU. That group helped garner widespread bipartisan support in the House and Senate as well as backing from the administration, military officers and others.

Despite the success in maintaining the Jones Act in 1996, this will be an ongoing conflict. Bills were introduced to cripple the law in both the House and Senate, and

while no action was taken on those measures, they loom as a threat to U.S. jobs and security.

That is why the SIU in 1997 will continue its efforts to preserve America's cabotage laws.

## Contracts

Members in the deep sea, inland and Great Lakes divisions approved numerous new contracts that increase wages and improve benefits and working conditions.

Among the agreements ratified by the membership were the standard freightship and tanker contracts, which received overwhelming approval. At union halls and aboard ship, many Seafarers described the five-year contracts as the best they ever had seen.

Those pacts (and several others with SIU-contracted companies) call for wage increases; expanded medical benefits including 100 percent coverage for Seafarers and their dependents, dental benefits for dependents and increased optical and dental coverage for SIU members; an innovative annuity savings plan for individual members; and other gains.

Also approving new contracts were Seafarers sailing with C.G. Willis, Luedtke, Lockheed Martin, Crescent Towing, Moran, Dyn Marine, Crowley Towing and

Transportation, Transoceanic Cable, ETC, Matson, Maritrans, McAllister, Turecamo, Liberty Maritime, Piney Point Transportation, Gulf Marine and other companies.

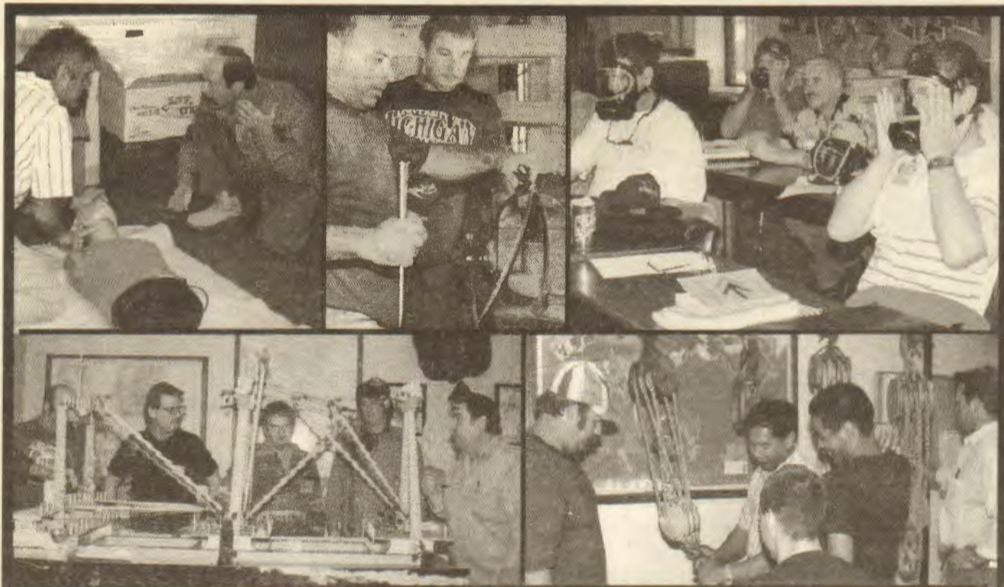
## New Jobs

A project to build the first tankers to be constructed in an American shipyard since passage of the Oil Pollution Act of 1990 was announced in February. The first of five double-hulled tankers, to be crewed by Seafarers, is slated for sailing in 1998. More than 100 SIU jobs will have been created when all five tankers are completed and begin operations.

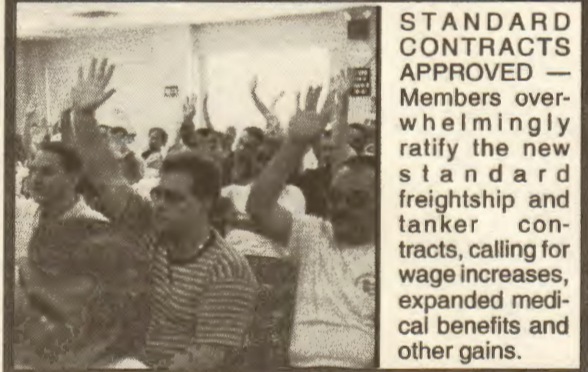
The five tankers will carry petroleum products along the Atlantic and Gulf coasts. They will be operated by Interocean Ugland Management for Hvide-Van Ommeren.

At the start of the year, plans were announced for a new terminal for the SIU-contracted NY Waterway ferry service. The \$27 million project will double the existing terminal's passenger capacity, which likely will mean new routes and additional ferries and, therefore, new jobs. Currently, more than 70 Seafarers crew 13 NY Waterway ferries that transport 20,000 daily commuters between New York and New Jersey.

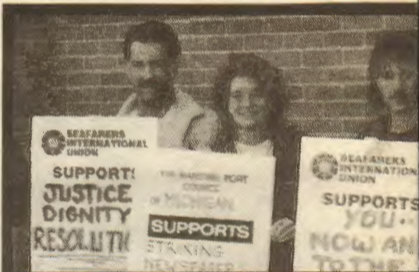
More immediately, Seafarers in



**PAUL HALL CENTER TRAINING** — Seafarers take advantage of the many vocational upgrading courses available at the union's training school in Piney Point, Md.



**STANDARD CONTRACTS APPROVED** — Members overwhelmingly ratify the new standard freightship and tanker contracts, calling for wage increases, expanded medical benefits and other gains.



**SUPPORTING FELLOW UNIONISTS** — In the SIU tradition, Seafarers demonstrate in support of fellow workers and trade unionists throughout the nation.



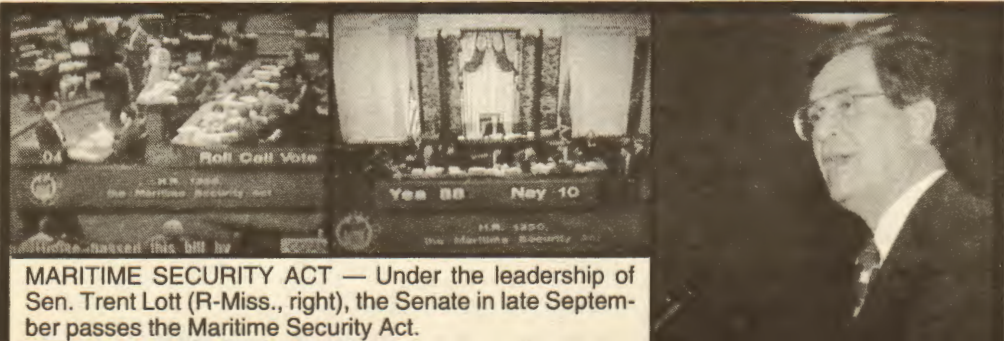
**ITF CONTINUES ITS CAMPAIGN** — The SIU supports the work of the International Transport Workers Federation (ITF), which assists mariners around the world.



**MAINTAIN THE JONES ACT** — Seafarers do their part to help preserve the nation's freight cabotage law. Some of the union's efforts are channeled through the Maritime Cabotage Task Force, headed by Phil Grill (lower right).

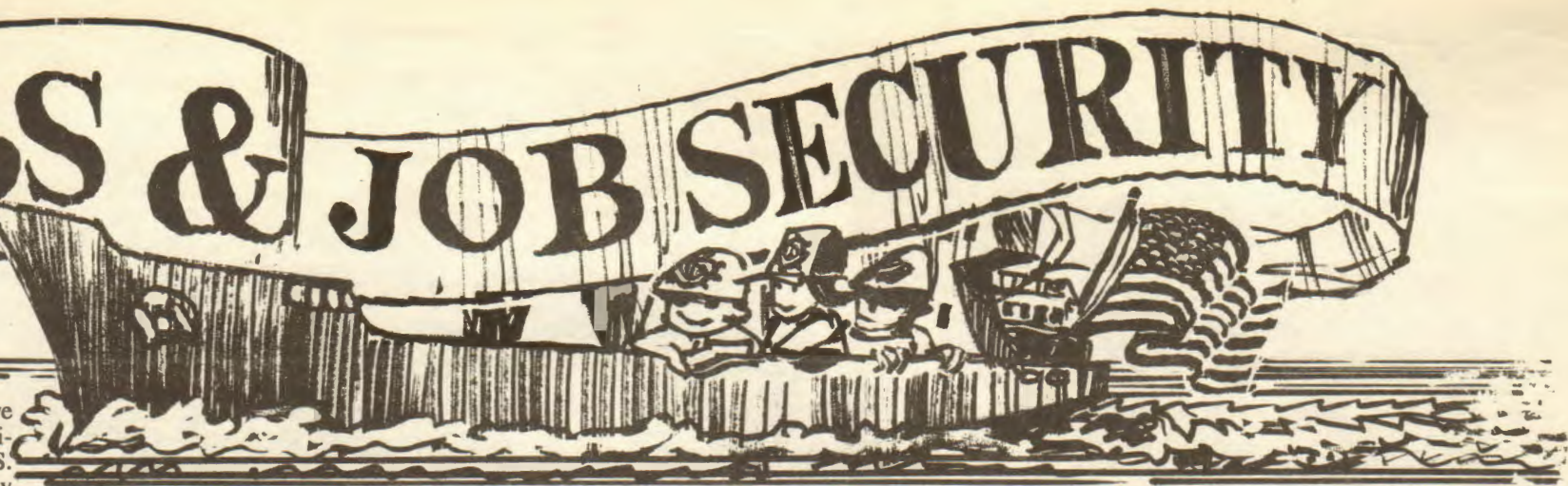


**FIRST IN SHANGHAI** — The SIU-crewed *Sea-Land Patriot* becomes the first U.S.-flag Sea-Land ship to call on the port of Shanghai, China.



**MARITIME SECURITY ACT** — Under the leadership of Sen. Trent Lott (R-Miss., right), the Senate in late September passes the Maritime Security Act.

# JOBS & JOB SECURITY



1996 crewed the first two of five roll-on/roll-off U.S. Army prepositioning ships converted to U.S. standards for operation by Bay Ship Management. The *USNS Shughart* and *USNS Gordon* have entered service with SIU crews, with three other ships — the *USNS Yano*, *USNS Gilliland* and *USNS Soderman* — scheduled for delivery this year.

Additionally, the SIU welcomed new members when the crew of the tug and barge *Alice Moran* unanimously voted to join the union

**Upgrading**  
The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., continued its mission to provide state-of-the-art vocational training for Seafarers.

It was a year of dramatic change for the center and its Harry Lundberg School of Seamanship, due largely to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

As its name indicates, that international treaty impacts both the content of training received by merchant mariners and the methods by which such courses are made available. For instance, because of the STCW convention, the U.S. Coast

Guard essentially is phasing itself out of providing testing. Now and in the future, such examinations will be administered by facilities approved by the agency for self-certification.

The Paul Hall Center recently received Coast Guard approval for five self-certification courses, ranking it among the first maritime training facilities in the U.S. to receive that designation. More courses likely will be approved this year.

Similarly, the school is restructuring its courses as well as creating new ones to fully comply with STCW.

With that in mind, representatives of the school and the union have worked closely with the Coast Guard to facilitate the best possible training that conforms to the new regulations.

They also met with officials from SIU-contracted deep sea and inland companies to conduct ongoing analyses of Seafarers' training needs and individual companies' unique training requirements.

One result of those meetings was seen when, as it has done for many years, the school provided specialty courses in Piney Point as well as on-site training in New Orleans, Puerto Rico and else-

where, including aboard passenger boats operated by The Delta Queen Steamboat Co.

The school added courses for inland boatmen, galley gang members, Seafarers in all departments who sail aboard tankers and members who sail aboard LNG ships.

**Other Activities**  
Seafarers were active in many other areas as well. SIU-crewed ships took part in dozens of rescues around the world, selflessly displaying the meaning of the words, "Brotherhood of the Sea."

The union continued its support of the International Transport Workers Federation (ITF), whose mission includes aiding mariners suffering the horrible consequences of runaway-flag shipping. The SIU worked with the ITF on individual cases, and the union's secretary-treasurer, John Fay, was elected to head the ITF's Seafarers Section. (A series in the *Houston Chronicle* newspaper also exposed many of the disgraceful elements of runaway shipping.)

The centennial modern Olympic Games had an SIU connection as the Seafarers-crewed *American Republic* transported the Olympic flame from Detroit to Cleveland, and the *American Queen* moved the

flame along the Mississippi River.

In the long-standing tradition of the union, Seafarers demonstrated in support of fellow trade unionists on strike, including Detroit newspaper workers, members of the Philadelphia Orchestra and others.

Seafarers were aboard the *Sea-Land Patriot* when it became the first U.S.-flag Sea-Land ship to call on the port of Shanghai, China.

A new SIU hall opened in Tacoma, Wash., replacing the old hall in Seattle. The new facility, which is closer to the dock facilities in Puget Sound, is expected to help provide better service for the membership.

Throughout the nation, Seafarers volunteered their support for pro-maritime candidates in local, state and national elections.

And, also in the tradition of the SIU and the American merchant marine, Seafarers answered their country's call by crewing the Ready Reserve Force vessels *Cape Rise* and *Cape Race* in support of the NATO mission in Bosnia. The ships were activated in December 1995 and continued their duty through January.

Overall, the vessels traveled more than 17,000 miles apiece and delivered about 2,500 wheeled and tracked military vehicles, along

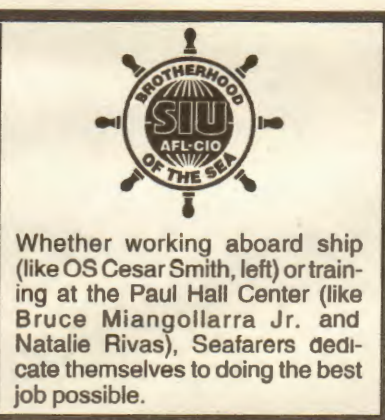
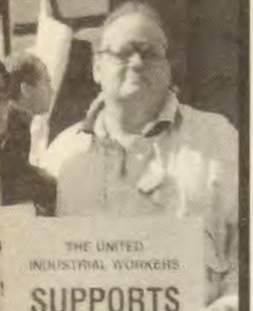
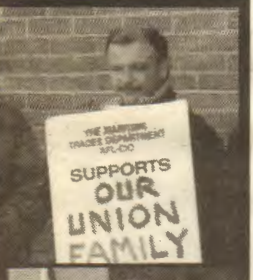
with 2,600 pallets of ammunition and other supplies. Their activation coincided with the deployment of 60,000 NATO peacekeeping troops, including 20,000 U.S. military personnel, to the former Republic of Yugoslavia.

**Joe Sacco**

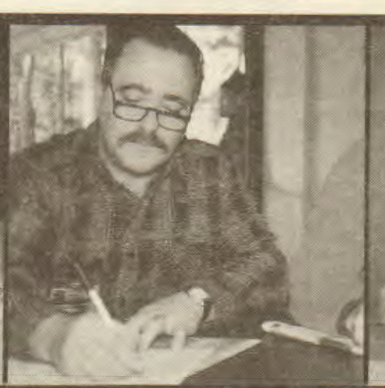
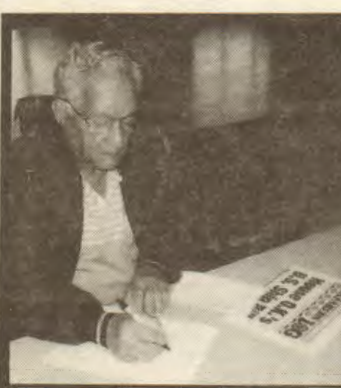
Near the end of this otherwise fruitful year, the SIU endured a tremendous loss when its executive vice president, Joseph Sacco, suffered a fatal heart attack. He was 58.

Affectionately known to the membership as "Joey," Brother Sacco arguably ranks among the most respected, productive, dedicated and well-liked officials in SIU history. As noted by Seafarers, company officials, legislators, fellow trade unionists and others who knew him, Brother Sacco's death marked a sorrowful day for the U.S. merchant marine and the American labor movement as a whole.

Yet, as his brother, SIU President Michael Sacco, said during the funeral services, Joey set an example that those in the industry would do well to follow. By emulating his commitment to the betterment of the union and the industry, Seafarers and officials are certain to achieve more success in 1997 and beyond.



Whether working aboard ship (like OS Cesar Smith, left) or training at the Paul Hall Center (like Bruce Miangollarra Jr. and Natalie Rivas), Seafarers dedicate themselves to doing the best job possible.



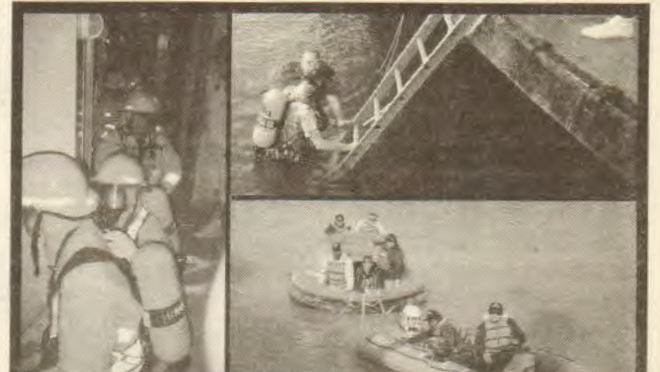
**POWER OF THE PEN** — Whether urging support for the Maritime Security Act, the Jones Act, the export of Alaskan oil or anything else that benefits the U.S.-flag merchant marine, SIU members make the effort to communicate with their elected officials on Capitol Hill.



**BOATMEN ON THE JOB** — SIU boatmen ply the nation's waterways with an emphasis on safety and efficiency.



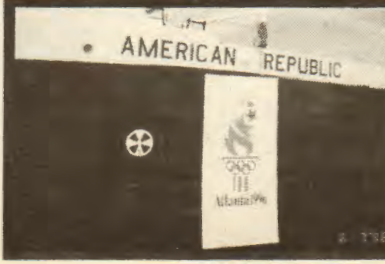
**GREAT LAKES ACTIVITY** — Members contribute to a highly productive Great Lakes sailing season.



**ON-SITE SAFETY TRAINING** — Once again, the Paul Hall Center provides on-site safety courses for Seafarers.

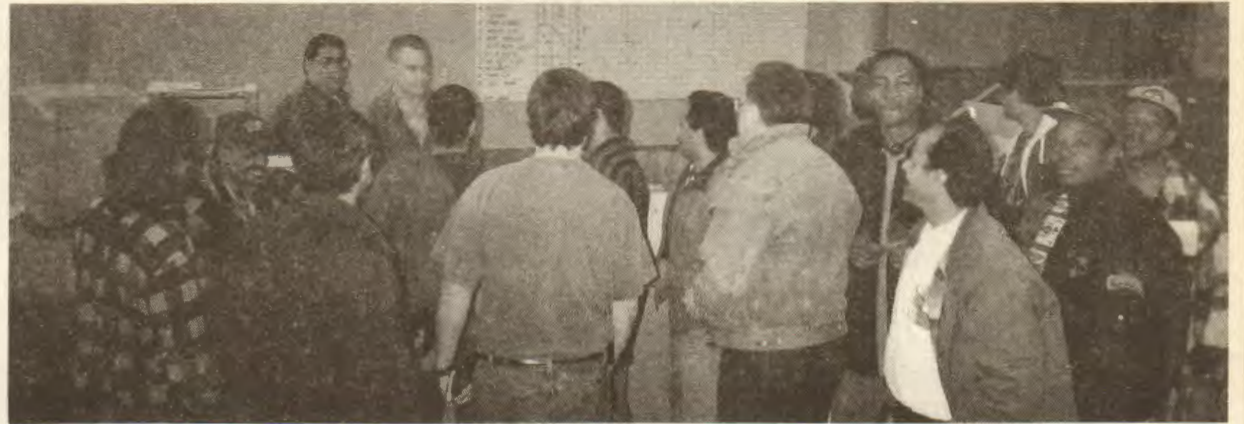


**FERRY SERVICE EXPANSION** — With a multi-million dollar plan in place to expand the NY Waterway terminal, Seafarers aboard the 13 ferries are hopeful of increased business, more routes and additional boats.

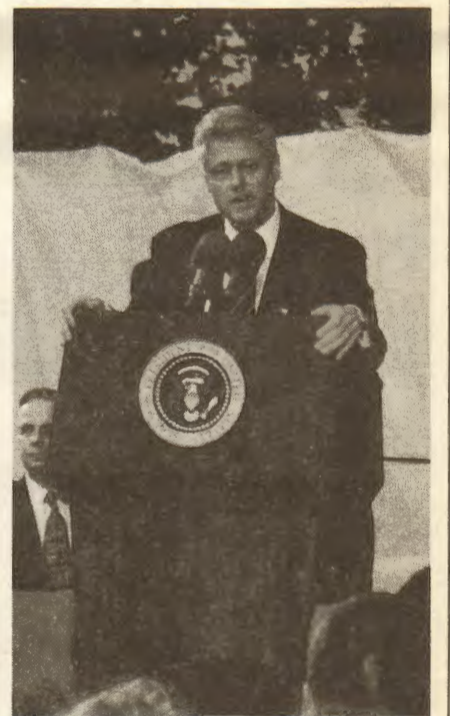
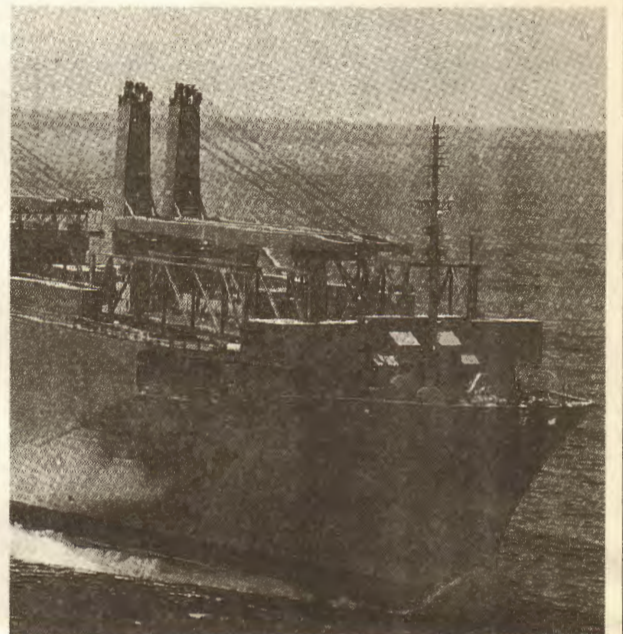


**OLYMPICS** — The SIU-crewed *American Republic* and *American Queen* transport the Olympic flame en route to the games in Atlanta.

# 1996: The Year in Review



For the SIU, 1996 was a year of marked progress. Clockwise, from upper left: Members elected officials to serve a four-year term in the union's Atlantic, Gulf, Lakes and Inland Waters District. A job call in Seattle reflects tankers coming out of layup to export Alaskan oil. Seafarers gained more new jobs when the *USNS Shughart* (pictured) and *USNS Gordon* entered service for the U.S. Military Sealift Command. President Clinton showed his support for the U.S. merchant marine when he signed the Maritime Security Act. Seafarers volunteered their time for many political activities, including supporting the campaigns of pro-maritime candidates such as Rep. Neil Abercrombie (D-Hawaii, fourth from left). Members approved a number of new contracts, including one covering those who sail aboard Transoceanic Cable ships. (Pictured at far right following a vote aboard the *Global Link* is SIU Executive VP Joe Sacco, whom the union tragically lost to a heart attack in October.) Seafarers repeatedly demonstrated the meaning of the words "Brotherhood of the Sea" as they took part in numerous rescues around the world. Members in Washington state took advantage of the union's new hall in Tacoma, which opened in October. The Paul Hall Center added new courses and revised others to comply with far-reaching regulations stemming from an international maritime treaty. Directly below: SIU President Michael Sacco (fourth from right) and SIU Executive Secretary-Treasurer John Fay (seventh from right) met with the crew of the *Overseas New York*, the first SIU tanker taken out of layup as a result of the Alaskan oil bill.



# Dispatchers' Report for Deep Sea

NOVEMBER 16, 1996 — DECEMBER 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	27	21	5	26	20	3	17	60	39	5
Philadelphia	4	3	1	6	5	0	2	3	4	2
Baltimore	6	7	0	8	7	0	4	6	10	0
Norfolk	8	7	1	4	4	2	2	22	19	6
Mobile	5	8	0	7	8	0	2	12	13	0
New Orleans	26	19	2	19	17	0	6	38	26	3
Jacksonville	25	17	4	29	16	0	14	42	20	10
San Francisco	22	14	2	19	10	1	7	37	28	2
Wilmington	23	7	3	10	7	1	8	36	23	9
Seattle	32	16	0	32	14	0	12	52	32	0
Puerto Rico	16	2	2	16	2	2	7	15	3	2
Honolulu	9	12	2	7	8	2	8	9	17	2
Houston	27	18	2	18	19	1	12	46	32	3
St. Louis	2	1	1	2	2	1	0	2	0	0
Piney Point	3	5	1	2	2	0	2	3	7	3
Algonac	2	5	2	2	3	2	1	1	3	0
<b>Totals</b>	<b>237</b>	<b>162</b>	<b>28</b>	<b>207</b>	<b>144</b>	<b>15</b>	<b>104</b>	<b>384</b>	<b>276</b>	<b>47</b>
<b>ENGINE DEPARTMENT</b>										
New York	16	13	3	15	12	1	9	34	21	5
Philadelphia	1	6	0	2	1	0	1	3	7	0
Baltimore	5	5	0	2	5	2	0	7	5	0
Norfolk	5	9	3	5	0	2	1	6	21	3
Mobile	10	8	0	7	7	1	3	10	7	0
New Orleans	8	9	1	10	10	1	7	19	14	3
Jacksonville	14	11	2	6	11	1	7	27	22	1
San Francisco	7	9	0	4	7	0	5	20	20	2
Wilmington	4	4	1	5	3	3	3	11	16	1
Seattle	14	6	2	12	12	0	8	20	9	2
Puerto Rico	3	2	1	5	2	0	1	4	3	1
Honolulu	4	16	4	5	8	2	6	5	16	4
Houston	14	11	4	7	8	3	7	25	17	3
St. Louis	1	3	0	2	2	0	0	0	3	0
Piney Point	3	3	0	1	1	0	0	4	6	0
Algonac	1	0	0	0	0	0	0	2	0	0
<b>Totals</b>	<b>110</b>	<b>115</b>	<b>21</b>	<b>88</b>	<b>89</b>	<b>16</b>	<b>58</b>	<b>197</b>	<b>187</b>	<b>25</b>
<b>STEWARD DEPARTMENT</b>										
New York	11	6	0	9	9	0	5	21	16	2
Philadelphia	4	5	0	2	2	1	2	3	5	0
Baltimore	4	1	1	2	1	0	1	6	2	1
Norfolk	6	6	3	5	6	4	2	12	10	6
Mobile	9	5	0	8	2	0	1	12	5	0
New Orleans	8	7	2	2	6	1	5	14	10	2
Jacksonville	15	2	0	10	5	0	4	31	4	2
San Francisco	26	9	0	16	4	1	12	49	12	0
Wilmington	13	4	0	7	3	0	10	23	6	2
Seattle	21	5	0	23	2	0	13	43	9	0
Puerto Rico	2	1	0	2	1	0	0	7	4	0
Honolulu	17	4	7	15	7	7	6	23	3	6
Houston	14	4	0	8	2	0	10	19	7	1
St. Louis	2	0	0	0	0	0	0	2	0	0
Piney Point	3	2	0	0	1	0	0	10	5	0
Algonac	0	0	0	1	0	0	0	1	0	1
<b>Totals</b>	<b>155</b>	<b>61</b>	<b>13</b>	<b>110</b>	<b>51</b>	<b>14</b>	<b>71</b>	<b>276</b>	<b>98</b>	<b>22</b>
<b>ENTRY DEPARTMENT</b>										
New York	6	23	3	6	17	0	0	19	53	18
Philadelphia	0	3	1	0	3	0	0	0	2	5
Baltimore	1	4	3	1	3	0	0	1	6	3
Norfolk	1	9	9	0	3	3	0	1	18	24
Mobile	1	11	2	0	2	0	0	3	20	2
New Orleans	6	8	7	1	17	2	0	12	15	18
Jacksonville	5	21	9	7	16	7	0	3	30	24
San Francisco	10	15	3	6	11	0	0	20	26	10
Wilmington	3	12	1	6	3	0	0	3	21	9
Seattle	7	13	2	4	15	0	0	9	20	5
Puerto Rico	4	4	6	1	1	0	0	9	12	11
Honolulu	8	38	44	4	36	51	0	8	46	53
Houston	6	14	3	1	7	2	0	5	26	10
St. Louis	0	2	1	0	0	0	0	0	3	1
Piney Point	0	13	1	0	13	0	0	1	19	2
Algonac	0	1	0	0	0	0	0	0	2	1
<b>Totals</b>	<b>58</b>	<b>191</b>	<b>95</b>	<b>37</b>	<b>147</b>	<b>65</b>	<b>0</b>	<b>94</b>	<b>319</b>	<b>196</b>
<b>Totals All Departments</b>	<b>560</b>	<b>529</b>	<b>157</b>	<b>442</b>	<b>431</b>	<b>110</b>	<b>233</b>	<b>951</b>	<b>880</b>	<b>290</b>

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

## February & March 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point . . . . .	Monday: February 3, March 3
New York . . . . .	Tuesday: February 4, March 4
Philadelphia . . . . .	Wednesday: February 5, March 5
Baltimore . . . . .	Thursday: February 6, March 6
Norfolk . . . . .	Thursday: February 6, March 6
Jacksonville . . . . .	Thursday: February 6, March 6
Algonac . . . . .	Friday: February 7, March 7
Houston . . . . .	Monday: February 10, March 10
New Orleans . . . . .	Tuesday: February 11, March 11
Mobile . . . . .	Wednesday: February 12, March 12
San Francisco . . . . .	Thursday: February 13, March 13
Wilmington . . . . .	Tuesday, February 18* Monday, March 17
<i>*change created by Presidents' Day</i>	
Tacoma . . . . .	Friday: February 21, March 21
San Juan . . . . .	Thursday: February 6, March 6
St. Louis . . . . .	Friday: February 14, March 14
Honolulu . . . . .	Friday: February 14, March 14
Duluth . . . . .	Wednesday: February 12, March 12
Jersey City . . . . .	Wednesday: February 19, March 19
New Bedford . . . . .	Tuesday: February 18, March 18

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

## Personals

### WILLIAM F. ALLEN

Anyone knowing the whereabouts of William F. Allen (who was born in Indonesia and sailed during the 1940s and 1950s), please contact Edith Ledeboer-Webb at 3210 Melendy Drive, San Carlos, CA 94070-3511.

### ROBERT CHARLES BLAIR

Anyone knowing the whereabouts of Robert Charles Blair (born December 1936 in Pittsburgh, Pa.) is asked to contact his daughter, Janis Renee Blair, regarding a medical emergency. Her address is 20603 Live Oak Road, Crosby, TX 77532; telephone (281) 328-1524 or (281) 328-8112.

### HENRY CROW

Please call your brother, Ronald, at (913) 478-9338.

### TONY CURRAN

Please contact Sean Harkins at P.O. Box 673, Westbrook, ME 04098, or telephone (207) 874-6927.

### GEORGE ELLIS

Please call Tina West in Baton Rouge, La. as soon as possible. Her number is (800) 375-0060.

### MONICA KOHS

The Earhart brothers would like to hear from you. Write them at 3316 SE 131st Avenue, Portland, OR 97236; or telephone (503) 761-2105.

### AB ALLEN LAIRD

Please contact Michael Thomas, a shipmate from the Independence, at 704 North Rose Farm Road, Woodstock, IL 60098; or telephone (815) 334-8750.

### ALLAN RUFFNER

Please contact your mother.

### DION TURY

Please get in touch with Pete Daniels at 1150 S.E. Buttonwood Circle, Stuart, FL 34997, or telephone (561) 220-3073.

### SEAFARERS ABOARD THE USS HORACE GREY

Donald Baylash would like to hear from anyone who sailed aboard the USS Horace Grey, a Liberty ship, during the invasion of Normandy on D-Day. His address is 105 E. Decker Street, Johnstown, NY 12095.



**Seafarers International Union  
Directory**

**Michael Sacco**  
President

**John Fay**  
Secretary-Treasurer

**Augustin Tellez**  
Vice President Contracts

**George McCartney**  
Vice President West Coast

**Roy A. "Buck" Mercer**  
Vice President Government Services

**Jack Caffey**  
Vice President Atlantic Coast

**Byron Kelley**  
Vice President Lakes and Inland Waters

**Dean Corgoy**  
Vice President Gulf Coast

**HEADQUARTERS**

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

**ALGONAC**

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

**BALTIMORE**

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

**DULUTH**

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

**HONOLULU**

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

**HOUSTON**

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

**JACKSONVILLE**

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

**JERSEY CITY**

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

**MOBILE**

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

**NEW BEDFORD**

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

**NEW ORLEANS**

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

**NEW YORK**

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

**NORFOLK**

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

**PHILADELPHIA**

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

**PINEY POINT**

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

**PORT EVERGLADES**

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

**SAN FRANCISCO**

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

**SANTURCE**

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

**ST. LOUIS**

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

**TACOMA**

3411 South Union Ave.  
Tacoma, WA 98409  
(206) 272-7774

**WILMINGTON**

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

**Dispatchers' Report for Great Lakes**

NOVEMBER 16 — DECEMBER 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

\*TOTAL REGISTERED  
All Groups  
Class CL Class L Class NP

TOTAL SHIPPED  
All Groups  
Class CL Class L Class NP

\*\*REGISTERED ON BEACH  
All Groups  
Class CL Class L Class NP

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	28	11	0	20	2	0	8	9
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	11	2	0	9	2	0	2	0
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	7	5	0	2	1	0	5	4
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	30	23	0	20	8	0	10	15
<b>Totals All Departments</b>	<b>0</b>	<b>76</b>	<b>41</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>28</b>

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

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

**Dispatchers' Report for Inland Waters**

NOVEMBER 16 — DECEMBER 15, 1996

\*TOTAL REGISTERED  
All Groups  
Class A Class B Class C

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	6	0	0	3	0	0	13	2	0
Gulf Coast	7	3	3	2	2	7	5	1	6
Lakes & Inland Waters	31	0	0	10	0	0	31	0	0
West Coast	1	1	4	14	1	1	7	1	17
<b>Totals</b>	<b>45</b>	<b>4</b>	<b>7</b>	<b>29</b>	<b>3</b>	<b>8</b>	<b>56</b>	<b>4</b>	<b>23</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	0	0	0	3	1	1
Gulf Coast	1	0	0	1	0	0	0	0	0
Lakes & Inland Waters	11	0	0	4	0	0	7	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>1</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	2	0	0	1	0	0	2
Lakes & Inland Waters	8	0	0	0	0	0	3	0	0
West Coast	0	1	2	0	1	3	1	1	8
<b>Totals</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>10</b>
<b>Totals All Departments</b>	<b>68</b>	<b>5</b>	<b>11</b>	<b>34</b>	<b>4</b>	<b>12</b>	<b>72</b>	<b>6</b>	<b>34</b>

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

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

**Make Sure Your Address Is Correct for the New Year**

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

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

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

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

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

**HOME ADDRESS FORM**

**(PLEASE PRINT)**

1/97

Name \_\_\_\_\_

Phone No. ( ) \_\_\_\_\_

Address \_\_\_\_\_

Social Security No. \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_ Book No. \_\_\_\_\_

Active SIU  Pensioner

Other \_\_\_\_\_

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





## Welcome Ashore

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

Two recertified bosuns are among the 17 Seafarers who are announcing their retirements this month.

Representing more than 75 years of active union membership, the two recertified bosuns are **Henry E. Jones** and **Robert O'Rourke**. (The bosun recertification course offers the highest level of training for deck department members at the Lundeberg School in Piney Point, Md.)

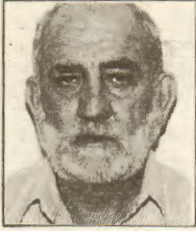
Including the two recertified graduates, 10 of those signing off shipped on deep sea vessels, four plied the inland waterways and three sailed the Great Lakes.

The most common area of retirement for this month's retiring Seafarers is the East Coast, where seven of the pensioners make their homes. Five have retired to the Gulf states, three live in the Midwest and one each resides in Washington and Puerto Rico.

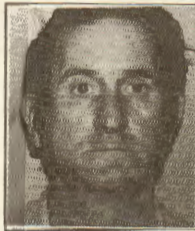
Nine of the retiring pensioners served in the U.S. military—four in the Army, three in the Navy, and one each in the Coast Guard and Marine Corps.

On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

**HENRY E. JONES**, 63, began sailing with the SIU in 1964 from the port of Houston. Born in Alabama, he started out in the steward department and later transferred to the deck department. Brother Jones upgraded at the Lundeberg School and completed the bosun recertification course there in 1979. From 1954 to 1956, he served in the U.S. Army. He has retired to Houston.



**CLARENCE J. LOFTON**, 61, first sailed with the Seafarers in 1965 from the port of Mobile, Ala. aboard the *Del Valle*, operated by Delta Steamship Co. A native of Alabama, he was a member of the deck department and upgraded at the Lundeberg School. Brother Lofton makes his home in Chickasaw, Ala.



**ROBERT O'ROURKE**, 67, joined the SIU in 1951 in the port of New York. Born in California, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification course in 1975. Brother O'Rourke has retired to Palm City, Fla.



**ANTHONY P. PHILLIP-PILE**, 65, began sailing with the Seafarers in 1951 from the port of New Orleans aboard the *Del L'ries*, operated by Delta Steamship Co. The Louisiana native sailed as a member of the engine department. Brother Phillippile resides in Baltimore.



**EDWARD J. RUE**, 72, joined the Marine Cooks & Stewards (MC&S) in 1972 in the port of Seattle, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Rue upgraded at the Lundeberg School, last sailing as a chief steward. A veteran of World War II, he served in the U.S. Navy from 1942 to 1948. Born in Pennsylvania, Brother Rue calls Auburn, Wash. home.



**WILLIAM WETTACH**, 67, started his career with the Seafarers in 1966 from the port of Wilmington, Calif. His first ship was the *SS Fairisle*, operated by Pan Oceanic Tankers Corp. Born in Illinois, the deck department



**ARTHUR C. WITHERINGTON**, 65, began sailing with the SIU in 1952 from the port of Mobile, Ala. His first ship was the *Morning Light*, operated by Waterman Steamship Corp. The Alabama native sailed in the engine department. Brother Witherington has retired to Daphne, Ala.



### INLAND

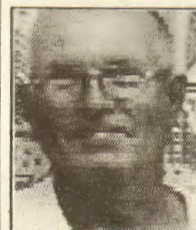
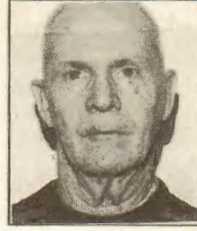


**WILLIAM J. McBRIDE**, 74, started his career with the SIU in

**LINDSAY W. GASKINS**, 62, joined the Seafarers in 1960 in the port of Norfolk, Va. During his union career, the North Carolina native advanced from deckhand to captain. From 1952 to 1956, he served in the U.S. Coast Guard. Boatman Gaskins makes his home in Chesapeake, Va.

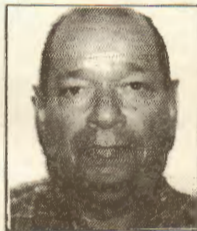
member served in the U.S. Navy from 1951 to 1953. Brother Wettach makes his home in Cartersville, Ga.

1973 in the port of Philadelphia. Boatman McBride sailed as a member of the deck department. A veteran of World War II, he served in the U.S. Navy from 1942 to 1945 and later served with the U.S. Marine Corps from 1951 to 1953. Boatman McBride, a native of Pennsylvania, has retired to Philadelphia.

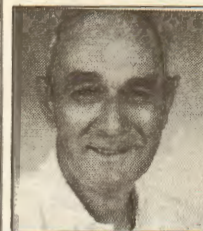


**MARVIN E. NETZEL**, 62, began sailing with the Seafarers in 1970 from the port of Houston. The Texas native sailed in the deck department. From 1945 to 1960, he served in the U.S. Army. Boatman Netzel resides in West Columbia, Texas.

**WILLIAM ROMAN**, 62, joined the Seafarers in 1976 in the port of San Juan, P.R. A native of Puerto Rico, Boatman Roman started out in the engine department and later transferred to the deck department, last sailing as a captain. Boatman Roman makes his home in Toa Alta, P.R.

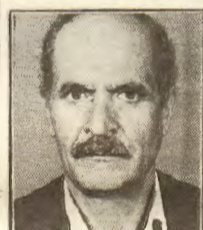


### GREAT LAKES



**MYRON T. JOHNSTON**, 65, began sailing with the Seafarers in 1970 from the port of Detroit. The Michigan native sailed as a member of the deck department. From 1952 to 1954, he served in the U.S. Army. Brother Johnston has retired to Manistique, Mich.

**CLIFFORD E. KRACHT**, 57, joined the SIU in 1967 in the port of Frankfort, Mich. A native of Michigan, he first sailed aboard the *Clipper*, operated by American Steamship Corp. Brother Kracht, known as "Scratchy" to his shipmates, sailed as a gateman aboard the *American Republic*. He makes his home in Orlando, Fla.



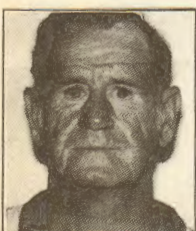
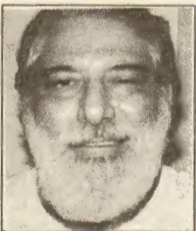
**ABDULLAH SAID**, 65, started his career with the SIU in 1963 in the port of Buffalo, N.Y. Born in Yemen, he sailed as a member of the deck department. Brother Said has retired to Dearborn, Mich.

### DEEP SEA



**RANDOLPH A. ARCHER**, 60, began his career with the Seafarers in 1954 in the port of Norfolk, Va. aboard the *SS Jean*, operated by AH Bull Steamship Lines. Starting out in the engine department, the Virginia native later transferred to the deck department and upgraded his skills at the Lundeberg School in Piney Point, Md. From 1953 to 1954, he served in the U.S. Marine Corps. Brother Archer has retired to Reno, Nevada.

**ARTHUR H. BAREDIAN**, 59, first sailed with the SIU aboard the *Cities Service Miami* in 1967 from the port of Tampa, Fla. Born in Pennsylvania, he sailed in the engine department and upgraded frequently at the Lundeberg School, where he received an associates degree in 1990. Brother Baredian makes his home in Jacksonville, Fla.



**HOWARD F. HARE**, 62, graduated from the Andrew Furuseth Training School in 1961 and joined the Seafarers in the port of Mobile, Ala. Sailing in the deck department, his first ship was the *Globe Explorer*, operated by Maritime Overseas Corp. The Louisiana native served in the U.S. Army from 1955 to 1956. Brother Hare calls Silver Hill, Ala. home.

### Shave and a Shore Pass?



When the clock in his barber shop recently broke, Marc Meinzer saw an opportunity to continue the nautical theme with which the shop is decorated. The former AB placed an SIU sticker inside the case that covers the clock face. "Everything in the shop is nautical, so it seemed like a good fit," said Meinzer, who sailed with the SIU from 1990 through 1993, including service in the Persian Gulf War, before recently opening his business in Lakewood, Ohio (on Cleveland's west side). Meinzer, who keeps copies of the *Seafarers LOG* at the shop, also formerly sailed as a quartermaster on a U.S. Navy nuclear submarine. "The merchant marine is a lot harder work than submarine service, and the hours are much more demanding," he added.

### REMINDER TO Z-CARD HOLDERS

In order to comply with U.S. Coast Guard regulations, all z-cards need to be updated by the end of 1999. The renewal date depends on when the document was first issued. (The date of issuance is located on the back of the z-card to the right of the thumb print. Since 1991, however, z-cards have been issued with expiration dates posted on both the front and back of the documents.)

The expiration date is five years after the date the document was issued. If, for example, the z-card was issued in 1992, it will need to be renewed this year—1997.

For a mariner who was issued a sailing document before 1991, the following chart shows when that document will expire.

For years not listed, the renewal date has passed and the document should be updated as soon as possible.

Expiration Date	1997	1998	1999
Issue Year	1992	1993	1994
	1987	1988	1989
	1982	1983	1984
	1977	1978	1979
	1972	1973	1974
	1967	1968	1969
	1962	1963	1964
	1957	1958	1959
	1952	1953	1954
	1947	1948	1949
	1942	1943	1944
	1937	1938	1939

# Final Departures

## DEEP SEA

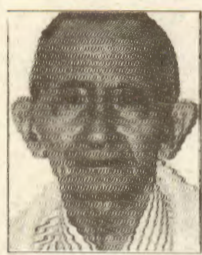
### TONING M. ANTOLIN

Pensioner Toning M. Antolin, 94, passed away October 31, 1996. Brother Antolin began sailing with the Marine Cooks & Stewards (MC&S) in 1945, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District, (AGLIWD). Born in the Philippines, he retired in November 1969.

### WILLIAM BARAN

Pensioner William Baran 79, died August 27, 1996. Born in Pennsylvania, he joined the MC&S in 1953 in the port of New York, before that union merged with the SIU's AGLIWD. Brother Baran began receiving his pension in April 1975.

### GEORGE DJIAN

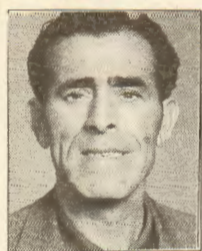


Pensioner George Djian, 80, passed away November 10, 1996. Born in Algiers, he started his career with the Seafarers in 1945 in the port of New York. Brother Djian sailed as a member of the steward department. He resided in Middletown, Conn. and began receiving his pension in August 1976.

### HENRY DOYLE

Pensioner Henry Doyle, 79, died October 28, 1996. A native of Texas, he joined the MC&S in 1951, before that union merged with the SIU's AGLIWD. Brother Doyle last sailed as a chief cook and retired in December 1978.

### THOMAS J. ESPOSITO



Pensioner Thomas J. Esposito, 80, passed away November 8, 1996. Brother Esposito graduated from the Andrew Furuseth Training School in 1959 and joined the Seafarers in the port of New York, first sailing aboard the *SS Atlantic*. A native of New York, he last sailed in the steward department as a chief cook. From 1940 to 1941, he served in the U.S. Army. Brother Esposito began receiving his pension in February 1980.

### CHARLES E. FREDRICKSON

Pensioner Charles E. Fredrickson, 76, died September 4, 1996. A native of California, he joined the MC&S in 1960 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Fredrickson lived in Salinas, Calif. and retired in February 1979.

### HAROLD HAHN

Pensioner Harold Hahn, 79, passed away October 12, 1996. Born in Iowa, he began his career with the MC&S from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Hahn began receiving his pension in March 1969.

### JAMES "WILLIE" HINES



James "Willie" Hines, 60, died November 10, 1996. He graduated from the MC&S training school in 1966 and joined the

MC&S, before that union merged with the SIU's AGLIWD. A native of Louisiana, he upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Hines lived in Inglewood, Calif.

### DAVID KESSLER

David Kessler, 53, passed away September 29, 1996. Brother Kessler began sailing with the Seafarers in 1991 from the port of Jacksonville, Fla. He last sailed in 1993 aboard the *Charleston*, operated by Westchester Marine as a member of the deck department. A native of New York, he served in the U.S. Navy from 1960 to 1963.

### CHARLES T. LESSANE

Pensioner Charles T. Lessane, 72, died September 20, 1996. Born in Texas, he first sailed aboard the *Marine Phoenix*, operated by Matson Navigation Co. and joined the MC&S in 1946 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Lessane began receiving his pension in March 1976.

### LOREN L. LONGSHORE

Pensioner Loren L. Longshore, 84, passed away October 21, 1996. He began sailing with the MC&S in 1955 from the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. Born in Ohio, Brother Longshore retired in November 1962.

### WILLIAM "WILLIE" MARSHALL



William "Willie" Marshall, 32, died November 21, 1996. A native of Florida, he graduated from the Lundeberg School's entry level training

program in 1988 and joined the Seafarers in the port of Piney Point, Md. His first ship was the *LNG Libra*, operated by Energy Transportation Corp. Brother Marshall sailed in the engine department and upgraded at the Lundeberg School.

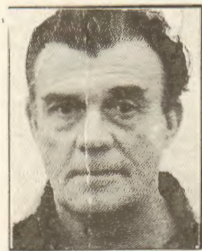
### EDWARD R. MASTRIANNI



Pensioner Edward R. Matrianni, 71, passed away June 16, 1993. Brother Matrianni began sailing with the SIU in 1951 from the

port of New York. The New York native sailed as a member of the engine department. His first ship was the *Bents Fort*, operated by Cities Service and prior to his retirement in February 1977, he signed off the *Borinquen*, operated by Puerto Rico Marine Management, Inc.

### WILSON McAVOY



Pensioner Wilson McAvoy, 78 died November 19, 1996. Born in Ireland, he started his career with the Seafarers in 1948 in the port of Norfolk, Va.

Brother McAvoy sailed in the steward department and began receiving his pension in August 1978.

### ALFRED C. NISHIMI

Pensioner Alfred C. Nishimi, 76, passed away September 15, 1996. A

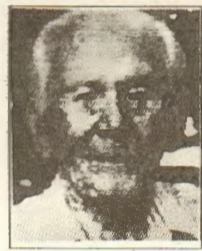
native of Hawaii, he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Nishimi started receiving his pension in February 1975.

### WILBUR D. PURDY



Pensioner Wilbur D. Purdy, 71, died November 7, 1996. He began sailing with the Seafarers in 1943 from the port of Galveston, Texas. A native of Louisiana, Brother Purdy sailed in the steward department and retired in January 1981.

### NEMECIO E. QUERIDO



Pensioner Nemeccio E. Querido, 91, passed away August 11, 1996. Born in the Philippines, he first sailed with the MC&S in 1942

from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Querido began receiving his pension in January 1967.

### LUIS A. RAMIREZ



Pensioner Luis A. Ramirez, 83, died October 6, 1996. A native of Puerto Rico, he joined the Seafarers in 1944 in the port of Philadelphia. Brother

Ramirez sailed as a member of the engine department and retired in December 1974.

### ARTHUR SANKOVIDT



Pensioner Arthur Sankovidt, 72, passed away October 1, 1996. Brother Sankovidt first sailed with the SIU in 1946 aboard the

*George M. Bibb*, operated by Waterman Steamship Corp. The New Jersey native sailed in the steward department and prior to his retirement in September 1989, he signed off the *San Pedro*, operated by Sea-Land Service, Inc.

### ELDON "DON" SCHELEY

Pensioner Eldon "Don" Scheley, 90, died July 29, 1996. Born in Utah, he joined the MC&S in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He retired in June 1970. During World War II, he served in the U.S. military from 1940 to 1945. Brother Scheley's ashes were scattered at sea near Hawaii.

### CHARLES W. SIMON

Pensioner Charles W. Simon, 78, passed away October 24, 1996. He started his career with the MC&S in 1972 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Simon last sailed as a chief cook and began receiving his pension in October 1981.

### HAROLD L. SNOWDEN

Pensioner Harold L. Snowden, 70, died October 24, 1996. A native of Missouri, he joined the MC&S in the 1940's in the port of San Francisco,

before that union merged with the SIU's AGLIWD. Brother Snowden lived in Cuba, Mo. and retired as a chief storekeeper in August 1975.

### BENNIE L. THOMPSON

Pensioner Bennie L. Thompson, 73, passed away October 5, 1996. Brother Thompson first sailed with the MC&S in 1938, before that union merged with the SIU's AGLIWD. Prior to his retirement in April 1978, he signed off the *President Johnson*, operated by American President Lines.

### CHARLES C. THORNTON

Charles C. Thornton, 73, died August 30, 1996. Born in Mississippi, he graduated from the Andrew Furuseth Training School in 1942 and joined the Seafarers in the port of St. Petersburg, Fla., first sailing aboard the *SS American Seaman*. Brother Thornton last sailed in 1978 as a chief cook. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946.

### WILLIAM W. WALKER



Pensioner William W. Walker, 72, passed away October 31, 1996. He started his SIU career in 1943 in the port of New York. A

native of Maryland, he sailed in the steward department. Prior to his retirement in July 1964, he last sailed aboard the *Bonanza*.

### ROBERT D. WASSINK



Robert D. Wassink, 64, died October 30, 1996. Brother Wassink began sailing with the Seafarers in 1978 from the port of Seattle. A native of

Iowa, he sailed in the deck department and upgraded his skills at the Lundeberg School. His first ship was the *SS Massachusetts*, operated by IOM Corp. From 1950 to 1959, he served in the U.S. military.

### ERNEST A. WATSON

Pensioner Ernest A. Watson, 69, passed away November 1, 1996. A native of Texas, he joined the SIU in 1973 in the port of Houston. Brother Watson sailed in the deck department and was active in union organizing drives and beefs. He began receiving his pension in June 1992.

### CECIL B. WIGGINS



Pensioner Cecil B. Wiggins, 68, died November 18, 1996. He started his career with the Seafarers in 1945 from the port of Mobile, Ala. The

Alabama native sailed in the deck department and retired in November 1980. He was a resident of Grand Bay, Ala.

### TSA C. WONG



Pensioner Tsa C. Wong, 84, passed away November 8, 1996. Born in China, he first sailed with the MC&S in 1951 from the port of San Francisco,

## INLAND

### LOUIS R. BROWN SR.

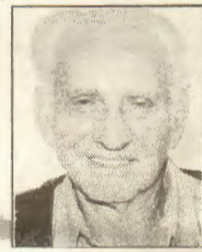


Pensioner Louis R. Brown Sr., 82, died October 15, 1996. Boatman Brown began sailing with the Seafarers in 1961 from the port of Mobile, Ala. The Alabama native sailed in the deck department. He resided in Lucedale, Miss. and retired in July 1979. From 1931 to 1933, he served in the U.S. Navy.

### CARL JUPITZ

Pensioner Carl Jupitz, 73, passed away November 17, 1996. A native of Maryland, he joined the SIU in 1956 in the port of Baltimore. Boatman Jupitz sailed in the deck department and retired in January 1988. During World War II, he served in the U.S. Navy from 1943 to 1945.

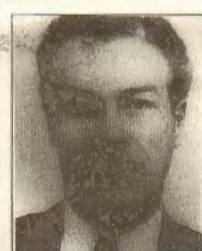
### PETER L. MESSINA



Pensioner Peter L. Messina, 78, died November 14, 1996. Born in Maryland, he started his career with the Seafarers in 1956 in the port of Baltimore.

Boatman Messina last sailed in the engine department as a chief engineer. He began receiving his pension in May 1984.

### WILBUR C. SINK



Pensioner Wilbur C. Sink, 84, passed away October 19, 1996. He joined the SIU in 1947 in the port of New Orleans. Born in Nebraska, he sailed in the steward department, last sailing as a chief steward. During World War II, he served in the U.S. Navy. Boatman Sink lived in North Bend, Ore. and retired in July 1977.

## RAILROAD MARINE

### GEORGE FERRARA

Pensioner George Ferrara, 69, passed away November 8, 1996. Brother Ferrara joined the Seafarers in 1960 in the port of New York. A native of New Jersey he sailed in the deck department and worked primarily for the Pennsylvania Railroad. From 1944 to 1947, he served in the U.S. Navy. Brother Ferrara began receiving his pension in April 1989 and resided in Toms River, N.J.

### WILLIAM G. SCHLUMBOHN



Pensioner William G. Schlumbohn, 83, died November 19, 1996. He began his career with the SIU in 1960 from the port of New York. A native of New York he sailed in the deck department and worked primarily for the New Haven Railroad Co. A veteran of World War II, he served in the U.S. Army Air Force from 1943 to 1946. Brother Schlumbohn lived in Hesperia, Calif. and retired in November 1971.

# Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

**OOCL INSPIRATION** (Sea-Land Service), September 29—Chairman **Mark Trepp**, Secretary **Ekow Doffoh**, Educational Director **Mark Serlis**, Steward Delegate **Ali Hydera**. Secretary reported smooth sailing. Educational director reminded crew to upgrade at Piney Point. No beefs or disputed OT reported. Crewmembers extended vote of thanks to galley gang for job well done. Next port: Boston.

**SEA-LAND CRUSADER** (Sea-Land Service), September 20—Chairman **Robert Diaz**, Secretary **Gregory Melvin**, Educational Director **Clive Steward**, Deck Delegate **Steve Lederman**, Engine Delegate **Gary Mitchell**, Steward Delegate **Luis Rivera**. Educational director advised members to upgrade skills at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate.

**SEA-LAND DISCOVERY** (Sea-Land Service), September 22—Chairman **Nelson Sala**, Secretary **Vainu'u Sili**, Educational Director **Michael Ruster**, Deck Delegate **Klaus Tammler**, Engine Delegate **David Hamilton**, Steward Delegate **Fernando Onativia**. Chairman announced U.S. Coast Guard inspection in port of Long Beach, Calif. He reminded crewmembers no one is permitted time off during the two days inspection is being conducted. Treasurer announced \$135 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for making everyone happy with fine meals. Next port: Long Beach, Calif.

**SEA-LAND NAVIGATOR** (Sea-Land Service), September 5—Chairman **George Schuj**, Secretary **T. Kiwior**, Educational Director **Dimarko L. Shoulders**, Deck Delegate **Larry Lee**, Engine Delegate **Stephen Shafer**, Steward Delegate **Gary Loftin**. Educational director reminded members to keep abreast of union and maritime news in *Seafarers LOG* and to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew reported dryer in crew laundry room and water cooler on bridge need repair.

**SEA-LAND RELIANCE** (Sea-Land Service), September 29—Chairman **Perry Greenwood**, Secretary **Gene Sivley**, Educational Director **Steve Biglow**, Deck Delegate **Walter Price**, Engine Delegate **George Hoopes**. Chairman announced payoff upon arrival in port of Tacoma, Wash. He asked all crewmembers to put plastics in correct bags to be sent ashore in Kaohsiung, Taiwan.

**SEA-LAND VOYAGER** (Sea-Land Service), September 15—Chairman **Stephen Garay**, Secretary **Emanuel Douroudous**, Educational Director **Raymond Clock**. Bosun discussed importance of upgrading at Paul Hall Center for personal and professional safety. He also noted significance of SPAD contributions. No beefs or disputed OT reported.

Crew reported smooth sailing and thanked steward department for job well done. Crewmembers requested second washer for work clothes.

**LIBERTY SPIRIT** (Liberty Maritime), October 20—Chairman **Jim Cunningham**, Secretary **Charles Davalie**, Deck Delegate **Juan Rivas**, Engine Delegate **Manuel Martinez**, Steward Delegate **George Carter**. Crewmembers asked contracts department for information on new contract. No beefs or disputed OT reported. Chairman thanked DEUs for outstanding job of weekly sanitation duties.

**LIBERTY SUN** (Liberty Maritime), October 13—Chairman **Joseph Moore**, Secretary **Robert Scott**, Educational Director **Eusebio Figueroa**. Chairman encouraged members to take advantage of Paul Hall Center to upgrade skills. He also announced payoff in port of New Orleans. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Steward delegate urged members to give time and help whenever union is in need of support. He also thanked deck department members for job well done and advised crew to upgrade at Piney Point whenever possible. Steward delegate commended *Seafarers LOG*.

**OVERSEAS JUNEAU** (Maritime Overseas), October 6—Chairman **Theodore Doi**, Secretary **Jeanette Marquis**, Educational Director **Samuel Addo**, Deck Delegate **Ali Al-Salaam**, Engine Delegate **Leon Fountain**, Steward Delegate **Jorge Barahona**. Educational director stressed importance of upgrading and taking tanker operation/safety course at Piney Point. Treasurer announced \$232 in ship's fund and noted it will help pay for radio and tapes for crew mess area. No beefs or disputed OT reported. Steward delegate thanked other members of galley gang for superior job. He also thanked members of deck and engine department for smooth running ship. Crew asked contracts department to send copy of new contract to vessel as soon as possible. Crewmembers thanked steward department for great food. Next ports: Valdez, Alaska and El Segundo, Calif.

**SEA-LAND DISCOVERY** (Sea-Land Service), October 20—Chairman **Nelson Sala**, Secretary **R. Riley**, Educational Director **Michael Rueter**. Educational director encouraged SIU members to upgrade at Lundeberg School and get STCW identification certificate. Treasurer announced \$135 in ship's fund. Steward delegate asked that more ready-made meals be available for night lunch. No beefs or disputed OT reported. Bosun read telex from SIU VP Contracts **Augie Tellez** concerning signing of Maritime Security Act

by President Clinton. Steward thanked entire crew for hard work for providing a fit ship. He extended special thanks to Chief Cook **George Boop** and GSU **Fernando Onativia** for outstanding jobs. Next port: Long Beach, Calif.

**SEA-LAND ENTERPRISE** (Sea-Land Service), October 30—Chairman **Elex Cary Jr.**, Secretary **Julio Roman Jr.**, Educational Director **Ray Chapman**, Deck Delegate **James Inskoop**, Engine Delegate **Kassem Abdulla**, Steward Delegate **Bob Racklin**. Chairman reminded all members to attend tanker operation/safety course at Paul Hall Center as soon as possible. He thanked crewmembers for good trip and urged them to continue SPAD donations. No beefs or disputed OT reported. Crew thanked galley gang for excellent job. Crew observed extra moment of silence for deceased SIU brother, Executive VP **Joseph Sacco**. Next ports: Oakland, Calif., Honolulu, Guam and Kaohsiung, Taiwan.

**SEA-LAND PATRIOT** (Sea-Land Service), October 13—Chairman **Shawn Evans**, Secretary **Ruben Casin**, Educational Director **Robert Blackwell**, Deck Delegate **Mathew Bevak**, Engine Delegate **Carlito Episio**, Steward Delegate **George Lee**. Chairman reported all repairs have been handled. Crewmembers requested new refrigerator for crew mess and new mattresses for quarters. Bosun complimented crewmembers on good trip and reminded them to discard plastic and aerosol items in specified containers. Educational director urged members to view shipboard safety films and report any damage to department head. He also advised members to upgrade at Piney Point. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Chairman read letter from SIU President **Michael Sacco** and VP Contracts **Augie Tellez**. Crew thanked steward department members for variety of great meals. Next ports: Oakland, Calif.; Dutch Harbor, Alaska; Yokohama, Japan; Pusan, Korea and Long Beach, Calif.

**SEA-LAND QUALITY** (Sea-Land Service), October 27—Chairman **Ruben F. Morales**, Secretary **Terry J. Smith**, Educational Director **Angel Hernandez**, Deck Delegate **Sidney Whitaker**, Engine Delegate **Jaime Landeira**. Chairman announced crew lounge chairs ordered last month have not yet arrived. Bosun noted with sadness the passing of SIU Executive VP **Joseph Sacco**. Crewmembers observed special moment of silence in his memory. Educational director encouraged members to donate to the **Joseph Sacco Scholarship Fund**. He advised crew to take advantage of upgrading courses offered at Lundeberg School. No beefs or disputed OT reported. Crew requested new washing machine for crew laundry room. Next ports: Charleston, S.C.; Port Everglades and Jacksonville, Fla. and Houston.

**SEA-LAND SPIRIT** (Sea-Land Service), October 18—Chairman **Evan J. Bradley**, Secretary **Ray C. Agbulos**, Educational Director **Charley A. Henley**, Deck Delegate **Chris Taylor**, Engine Delegate **Ronald Giannini**, Steward Delegate **Lito G. Acosta**. Chairman read e-mail from SIU President **Michael Sacco** and VP Contracts **Augie Tellez** regarding passage of Maritime Security Act and subsequent signing of the legislation by President **Bill Clinton**.

He reminded all members to continue to support SPAD for future maritime issues. Secretary commended crew on good trip. Educational director reminded members to obtain STCW identification certificates. Treasurer announced \$140 of ship's fund spent on new movies leaving \$10. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Chairman reported e-mail from Sea-Land posted. Bosun and OMU **James Smart** extended special vote of thanks to galley gang for wonderful meals. Steward thanked crewmembers in all departments for keeping recreation area orderly. Next port: Hong Kong.

ment, movies and books. Next ports: Beaumont, Texas and Marroero, La.

**USNS SHUGHART** (Bay Ship Management), October 29—Chairman **F. Gongora**, Secretary **Toyo Gonzales**, Educational Director **Robert Whitiker**, Deck Delegate **Martin Josephson**, Steward Delegate **Elmo Malacas**. Chairman noted great loss to all union brothers and sisters with death of SIU Executive VP **Joseph Sacco**. Educational director urged crew to upgrade skills at Paul Hall Center. Treasurer announced \$121 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or

## No "Ordinary Seaman"



During its September-October 1996 voyage, the *USNS Victorious* was joined at sea by a racing pigeon which stayed with the ship for two weeks until the T-AGOS vessel arrived in port. The pigeon was "adopted" by the crewmembers, who cracked corn kernels and brought it all sorts of treats from the galley. They even made a special evening roost for the bird and watched carefully to ensure its comfort. Capt. H.J. Fortner sent the *LOG* the above photo picturing the pigeon and its benefactors, from left, SA Clyde Wynne, OS Benjamin Willson, OS Ernest Gay, Bosun Henry Peterson, AB Nicholas Novick and Unlicensed Junior Engineer Patrick Maher.

**STONEWALL JACKSON** (Waterman Steamship), October 20—Chairman **Carl Lineberry**, Secretary **Carlito Navarro**, Educational Director **Francis Quebe-deaux**. Chairman announced first port of call in Morehead City, N.C. with payoff in port of New Orleans on October 31. Educational director urged members to think safety at all times and upgrade skills at Piney Point. Treasurer announced \$197 in ship's fund. No beefs or disputed OT reported. Crew asked for information concerning new contract with Waterman Steamship Corp. Crew extended condolences to family members of SIU Executive VP **Joseph Sacco**. Crewmembers noted that **Sacco's** death is a loss felt within the entire union movement but his legacy will live on in all SIU members.

**USNS BELLATRIX** (Bay Ship Management), October 27—Chairman **Michael Keith**, Secretary **Carlos Rosales**. Crew requested new washing machine. Chairman reminded crewmembers to clean rooms, replace linens and turn in keys before signing off in next port. Bosun read telex from SIU headquarters about death of SIU Executive VP **Joseph Sacco**. Crewmembers sent sympathy wishes to **Sacco's** family. Educational director advised all crewmembers signing on to familiarize themselves with emergency duties and lifeboat and fire stations. Steward and deck delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Crewmembers asked for new VCR, gym equip-

engine delegates. Bosun informed crew ship begins sea trials December 16. He thanked members of deck and steward department for jobs well done.

**WILLAMETTE** (Kirby Tankships), October 13—Chairman **Jerry Borucki**, Secretary **Steven Wagner**, Educational Director **W.C. Weekley Sr.**, Deck Delegate **Frank Hedge**, Engine Delegate **Angel Figueroa**, Steward Delegate **Lionel Dunkins**. Chairman and crewmembers discussed Lundeberg School's tanker operation/safety course and STCW identification certificates. Chairman noted crews' specific questions concerning STCW certification can be answered by SIU patrolman in next port. Bosun advised crew payoff will be in Beaumont, Texas. Chairman thanked crew for good and safe trip. Secretary thanked DEU **Figueroa** and SA **Fidel Broas** for keeping ship clean. Educational director stressed importance of upgrading at Piney Point. Treasurer announced \$49 in ship's fund and noted money will be used toward purchase of new antenna. No beefs or disputed OT reported. Crewmembers expressed gratitude for President Clinton's signing of Maritime Security Act. Crew thanked galley gang for job well done. Next port: San Juan, P.R.

**WILSON** (Wilson Shipping), October 12—Chairman **David Garoutte**, Secretary **James Tucker**, Educational Director **Randy Clark**, Deck Delegate **Boyce Wil-**

Continued on page 21

# Letters to the Editor

## Former Seafarer Never Forgets the SIU

I just wanted to say a word of sympathy to Michael Sacco on the death of his brother, Joseph. And I also wanted to say thanks to both of them for the splendid way they have fought for the SIU and what it stands for.

Fifty years ago this coming January, I became associated with the SIU in the port of Mobile when I caught a pierhead jump aboard the Liberty ship *Abraham Clark*. Even though I sailed for only a short time before joining the U.S. Navy, I returned after four years and Korea to go back to sea with the SIU.

Not long after that, I got married, quit the sea and had a little boy just walking when I decided to go back. But I could not bring myself to leave my family. From that time until now, I have loved the sea and the SIU, keeping track of its every move through the *LOG*, which I have received monthly, and thank God for it.

For the past 36 years, I have been a newspaper writer and have never missed an opportunity to write or tell my district representatives of your needs. I even confronted one at a Rotary meeting one night and educated him about the evils of runaway shipping and what it was doing to our merchant marine. And I think I persuaded him to see things our way. At least he said he did, and when he got back to Washington, he sent me a whole stack of papers showing favorable actions he had taken.

I read in the *LOG* of all the progress that has transpired since my days there and often wonder about some of the men I shipped with. Maybe some of them will recall that first trip aboard the *Clark*. We first went coastwise from Mobile to Boston, New York and Philly. Then returned to New Orleans for a few weeks of dry dock before loading with grain in Texas and heading for Romania and Poti, Russia in the Black Sea. I recall that John Doyle, who died a few years ago, was on the *Clark*, and so was a seaman named Slim Ryder. There was also a seaman called Whitey, who had two ships knocked from under him on the Murmansk run. His nerves were shot and his life jacket was always at hand.

Then there was another ship, the *Robert R. McBurney*. We took her out of Portsmouth with a load of coal and brought her back to Wilmington, N.C. to the bone yard, where we lay her alongside scores of other former WWII vessels being readied for the scrapyards. There was one man named Jeff Davis, who has been dead for several years.

There were many others. I could go on and on about guys I knew then, guys such as the one we all called Frenchy, who, it was rumored, had spent time with the French Foreign Legion.

If any of the men on either of these runs remembers, please write.

I will always hope the best for the SIU and say thanks for letting me be a part of it for a little while.

Franklin Scarborough  
905 Klondale St.  
China Grove, NC 28023

## Seafarers Welcome to Join Chapters of American Merchant Marine Veterans

The officers and members of the American Merchant Marine Veterans Organization join with you and your membership in hailing the passage of the Maritime Security Act of 1996.

The American Merchant Marine Veterans (AMMV) organization has made great progress in bringing the general public to a realization of the sacrifices made by merchant seamen, both in time of war and peace. We will continue to work for improved benefits for mariners, and support an American-flag merchant fleet.

On September 28, 1996, Mayor Rudolph Giuliani of New York City and Howard Golden, Brooklyn Borough president, issued proclamations honoring the merchant seamen and the Navy armed guard who made up the crew of the *SS Stephen Hopkins*, which was sunk by German raiders in 1942. On November 11, 1996, a ceremony was held at Kingsboro College in Brooklyn honoring all the gallant seamen who lost their lives in WWII, Korea, Vietnam and the Gulf War.

We've pledged to continue our efforts, but we can't work alone. At present, we're holding a membership drive. We urgently request active U.S. merchant seamen, both male and female, to join us. We share mutual interests.

The American Merchant Marine Veterans organization has 60 chapters from coast to coast. For additional information, please contact the AMMV national headquarters at 4720 SE 15th Ave., Suite 202, Cape Coral, FL 33904-9600; telephone (941) 549-1010; FAX (941) 549-1990.

Gloria Flora Nicolich  
Brooklyn, N.Y.

## U.S. Merchant Marine Veterans Have Chapters Across U.S.

I sailed with the SIU for 18½ years, including the Vietnam and Gulf wars.

I would like to encourage all of you to join the Merchant Marine Veterans. You will have the opportunity to meet and share stories with World War II seamen. They are a real special group of folks who gave their all through World War II. It's also a family-oriented organization.

I joined, and I learned so much from our meetings. Not only that, they are very interested in the U.S. seamen who sailed during the Korean, Vietnam and Gulf wars.

We need for you to answer the call and help us spread the word that the U.S. merchant marine is alive and well. It's time to let the public know who we are and what we've done. We all need to step up to the helm and help guide new courses as we go forth into the year 2000.

There are a lot of fellow seafarers right now and other special people who are trying to get recognized like the World War II seamen. Unfortunately, it was a long time coming for them and a lot of their fellow seamen never saw that day. So get busy and join your shipmates. If you are retired, that's fine. If you still go to sea, that's fine, too. This is something you can belong to and be proud that you are a U.S. seaman.

Perry Ellis  
Ft. Worth, Texas

[See letter above for information on locating a chapter near you.]

## Thanks for Helping Pass Maritime Bill

On behalf of the U.S. Merchant Marine Veterans of World War II, I wish to thank the Seafarers International Union members for their dedicated efforts in passing H.R. 1350, the Maritime Security Act.

This bill will revitalize the U.S. merchant marine industry by putting ships under the American flag, manned by U.S. men and women seafarers.

I am sending letters of thanks to President Bill Clinton and the senators listed in the *Seafarers LOG*, along with other legislators.

Thank you again for accomplishing a long overdue program to help our ailing U.S. merchant marine fleet.

Joseph B. Vernick  
President Emeritus  
U.S. Merchant Marine  
Veterans World War II

## Retirees Can Make a Difference in Political Process

We had called Senators Richard H. Bryan and Harry Reid of Nevada and received a response from Bryan [enclosed with this letter and stating his support of the U.S. merchant marine]. We had called them to urge their backing of the cargo preference bill.

We encourage all of the retirees to register, vote and remain active in the political process.

Even though we are retired, it is amazing the amount of influence we have. We have retirees spread across the United States, so don't be silent. You can make a difference. Many people do not even know what the merchant marine is, let alone how important it is that we maintain a strong merchant marine.

Fred and Lois Olson  
Las Vegas, Nev.

## One Step Ahead Aboard the Charles L. Brown



ABs Ann Buyvid (right) and Carlyn Chester work in the holds of the *Charles L. Brown*, helping prepare the Transoceanic Cable ship for the next trip. The *Charles L. Brown* handles cable-laying and maintenance operations in the Pacific Ocean for AT&T.

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Ships Digest

Continued from page 19

ling, Steward Delegate **Leon Grant**. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for job well done and excellent food. Next port: New Orleans.

### OVERSEAS ALASKA

(Maritime Overseas), November 10—Chairman **Tim Koebel**, Secretary **Lincoln Pinn**, Educational Director **Cary Pratts**, Deck Delegate **Steve Bush**, Engine Delegate **Gary Carter**, Steward Delegate **Frank Martin**. Chairman discussed importance of the passage of the Maritime Security Act. Crewmembers and bosun addressed preservation of the Jones Act in the 105<sup>th</sup> Congress in 1997. Bosun noted shipboard smoking policy. Educational director urged members to take advantage of upgrading classes offered at Lundeberg School and reminded crew of the significance of SPAD contributions. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew gave vote of thanks to galley gang for job well done. Next ports: Long Beach, Calif.; Valdez, Alaska and Tacoma, Wash.

### OVERSEAS JOYCE

(Maritime Overseas), November 16—Chairman **John O'Ferrell**, Secretary **Walter Hansen**, Deck Delegate **Thomas McSweeney**, Engine Delegate **Justin Rodriguez**, Steward Delegate **Carmelo Dela Cruz**. Chairman noted payoff upon arrival in port of Jacksonville, Fla. Secretary urged members to upgrade skills at Piney Point. Deck delegate requested copy of new contract for crewmembers. No beefs or disputed OT reported. Crewmembers reported concerns regarding freshness of bread and rolls.

### OVERSEAS MARILYN

(Maritime Overseas), November 3—Chairman **Maurilio Zepeda**, Secretary **Henry Manning**, Deck Delegate **Donald Ackerman**, Engine Delegate **David M. Dunklin**, Steward Delegate **Joe Clark**. Chairman advised crewmembers to contribute suggestions and comments on new agreement to contracts department before pact is finalized. Secretary thanked entire crew for good voyage. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked contracts department to clarify conditions for penalty pay. Crewmembers thanked galley gang for great food. Bosun thanked members for keeping everything running smoothly during voyage. Steward reminded crew not to put meat bones in garbage disposal. He also urged crew to remember that the ship they sail on is their temporary home and asked members to please help steward department keep entire ship clean.

### OVERSEAS OHIO

(Maritime Overseas), November 4—Chairman **Clifford Perreira**, Secretary **Earl N. Gray Sr.**, Educational Director **Gilbert Millsap**, Deck Delegate **J.C. Dillon**, Engine Delegate **Robert Dehnbom**, Steward Delegate **James Boss**. Following safety meeting, chairman informed crewmembers that ship will depart shipyard for El Segundo and Richmond, Calif. to unload cargo before sailing to Alaska. Secretary reminded all SIU members to upgrade at Paul

Hall Center to secure future and provide union with best trained seafarers in world. He asked crew to separate plastic items from normal refuse. Educational director urged crew to get STCW identification certificate because beginning in 1997 that document will be required to sail on all tankers. Chairman stated new dryer will be installed after ship is under way. No beefs or disputed OT reported. Bosun advised all members to read monthly *Seafarers LOG* to keep informed on SIU happenings. Crewmembers thanked galley gang members for good job. Next port: Valdez, Alaska.

**SAMUEL L. COBB** (Ocean Shipholding), November 3—Chairman **Konstantinos Koutouras**, Secretary **Thomas Barrett**, Educational Director **Russell Kindred**, Deck Delegate **Peter Luhn**, Engine Delegate **Claudio Romano**, Steward Delegate **C. Chang**. Chairman thanked steward department for fine job done on meals. He reminded crewmembers to get STCW identification certificates as soon as possible. Bosun read letter received from SIU headquarters concerning death of SIU Executive VP Joseph Sacco. A special minute of silence was observed by crew to honor memory of Sacco. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crewmembers commended steward department for fine job done during voyage. Chairman asked crew to keep noise down in passageways.

### SEA-LAND PRODUCER

(Sea-Land Service), November 6—Chairman **Gerald Corelli**, Secretary **Joseph Miller**, Educational Director **Oswald Bermeo**, Deck Delegate **Michael Stephen Pell**, Steward Delegate **Miguel Robles**. Chairman reminded crew to attend scheduled fire and boat drill and noted payoff upon arrival in next port. No beefs or disputed OT reported. Bosun reported death of SIU Executive VP Joseph Sacco. Crew extended thanks to galley gang for wide variety of meals. Next port: Jacksonville, Fla.

### SEA-LAND RELIANCE

(Sea-Land Service), November 3—Chairman **Perry Greenwood**, Secretary **Gene Sivley**, Educational Director **Steve Biglow**, Deck Delegate **Walter Price**, Engine Delegate **George Hoopes**, Steward Delegate **Sheng-Jen Hsieh**. Chairman informed crew payoff will be November 8 in port of Tacoma, Wash. Deck delegate reported disputed OT and beef. No beefs or disputed OT reported by engine or steward delegates. Crewmembers thanked steward department for job well done.

### SEA-LAND VOYAGER

(Sea-Land Service), November 2—Chairman **James Colson**, Secretary **Clare Crane**, Educational Director **Joseph Callaghan**, Deck Delegate **Jackie McDaniel**, Engine Delegate **Rhonda Koski**, Steward Delegate **Dien Short**. Chairman encouraged those who are eligible to upgrade skills at Piney Point. He commended galley gang for job well done. Educational director also urged members to upgrade and continue SPAD contributions. Treasurer announced \$132 in ship's fund. No beefs or disputed OT reported. Crew noted poorer quality of stores being brought aboard ship. Crew requested company obtain larger quantities of fresh produce during voyages. Next port: Tacoma, Wash.

## SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION TRUST

This is a summary of the annual report of the Seafarers Pension Trust EIN 13-6100329, Plan No. 001, for the period January 1, 1995 through December 31, 1995. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by the trust fund. Plan expenses were \$33,748,856. These expenses included \$4,344,258 in administrative expenses and \$29,404,598 in benefits paid to participants and beneficiaries. A total of 24,278 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$523,675,324 as of December 31, 1995, compared to \$476,188,502 as of January 1, 1995. During the plan year, the plan experienced an increase in its net assets of \$47,486,822. This increase included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of assets at the end of the year and the value of assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$81,235,678, including employer contributions of \$5,770,401, realized gain of \$12,548,789 from the sales of assets, and gains from investments of \$62,916,488.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

1. an accountant's report,
2. assets held for investment,
3. service provider and trustee information,
4. transactions in excess of 5 percent of plan assets and
5. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Lou Delma, who is the plan administrator, Board of Trustees Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$3.30 for the full annual report or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund, EIN 13-5602047, Plan No. 503, for the period January 1, 1995 through December 31, 1995. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$9,987,167 as of December 31, 1995, compared to \$7,048,077 as of January 1, 1995. During the plan year, the plan experienced an increase in its net assets of \$2,939,090. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$39,372,653, including employer contributions of \$38,124,326, realized gains of \$81,298 from the sale of assets, earnings from investments of \$1,122,611, and other income of \$44,418.

Plan expenses were \$36,433,563. These expenses included \$3,462,205 in administrative expenses and \$32,971,358 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

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

1. an accountant's report,
2. assets held for investment,
3. transactions in excess of 5 percent of plan assets and
4. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

# Lundeberg School Graduating Classes



**SEAFARERS**  
**HARRY LUNDEBERG SCHOOL**  
**Trainee Lifeboat Class 557**—Graduating from trainee lifeboat class 557 are (from left, kneeling) Michael Murphy, Jeffery Ryan, Stephanie Brown, Holly Scheper, Tracy Siwaerd, (second row) Ed Boyer (instructor), Gregory Blaylock, Mike Tvinnereim, Antoine Jennings and Shane Moore.



**Upgrader's Lifeboat**—Receiving their lifeboat endorsements on November 13 are (from left, kneeling) Nagi Mohamed, Bruce Johnson, (second row) Gerardo Frederick, Ed Boyer (instructor), Tomas Martinez and Terry Allen.



**Radar**—Renewing their radar endorsements on November 21 are (from left, front row) Gary Vargas, James Hall, Bob Fincher, (second row) Brad Wheeler (instructor), Shawn Orr and Wesley Carey.



**Basic Firefighting**—Completing the basic firefighting course on December 4 are (from left, kneeling) David Ayou, William Jenison, Trinity Ippolito, Joshua Morris, Rick Redmond (instructor), (second row) Hizam Ahmed, Larry Jackson, Marville Davis, Mark Ciciulla, Nathan Anderson, Tanya Solomon and Michael Jones.



**Advanced Firefighting**—Upgrading SIU members completing the advanced firefighting course on December 4 are (from left, kneeling) Trent Williams, John Bryan, Edward Cain, Rick Wiemer, Waldemar Durlik, Charles Kulman, (second row) John Smith (instructor), Bruce Wright, Thomas Banks, William Tanksley, Robert Hamilton, Leslie Cope, Rick James, (third row) George Phillips, Wesley Carey and Ken Chinn.



**Able Bodied Seaman**—Certificates of completion were awarded to the November 21 class of upgraders. They are (from left, kneeling) Mervin Bourne, Abdulrahmen Al-Okaish, Brande Doten, Cleveland West Jr., Rotilio Alvarez, Terrence Dumas, (second row, kneeling) Giberto Morales, Michael Earhart, Terrence Rorie, Marshall Turner, Angelo Wilcox Sr., (third row) Juan Sanchez, Juan Helices, Maximo Lugtu, Mario Arzu, Curtis Nicholson Sr., Gregory Hickman, John Cooper, Mark Davis, Kirk Jenkins Sr., Matthew Alexander, Tom Gilliland (instructor), (fourth row) Jason Lord, Gary Housman and Paul Nathan.

## Tankerman Assistant DL Course

—The November 25 graduates of the tankerman assistant DL course are (from left, kneeling) Saiad Monasar, David Gregory, George Bixby, Mario Cruzat, Ramon Guimba, Dencio Cayan, Kenneth Frankiewicz, Juan Castillo, (second row, kneeling) Russell Luther, Thomas Keseru, Nagi Mohamed, Dennis Skretta, Lonnie Evans, Greg Scott, Francisco Insua, Eugenio de Sousa, Joseph Miller, Joseph Gallo Jr., Thomas Ryan, (third row) Jim Shaffer (instructor), Gerald McIntyre, Aquilino Fernandez, Hermie Batiz, Donnie Collins, Jack Singletary, Brenda Littlefield, Ralph Thomas, John Elias, Gary Dates, Sanjay Gupta, Bruce Johnson, (fourth row) Robert Ivanauskas, Mark Kotajarvi, Guy Prescott, Walter Moore, Robert Firth, James Frank, Felix Durand Jr., Robert Scott and Ronald Gordon.



## LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between February through May 1997 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 10 April 7	April 4 May 30
Lifeboatman	February 24 March 24 April 21 May 19	March 7 April 4 May 2 May 30
Radar Observer/Unlimited	April 21	May 2
Radar Recertification (one day class)	May 1	

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 21	May 30
Power Plant Maintenance	May 5	June 12
Refrigeration Systems & Maintenance	February 17	March 27
Refrigerated Containers	March 31	April 25

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 3	April 3
LNG Recertification	April 21 May 19	May 9 June 6

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Certified Cook and Baker/Certified Chief Cook/ Chief Steward	March 22	June 13

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Assistant DL	February 10 March 10 April 7 May 5	February 28 March 28 April 25 May 23
Tankerman Barge PIC	February 10 May 5	February 21 May 16

### Additional Courses

Courses	Start Date	Date of Completion
GED Preparation	March 17 May 19	June 14 August 9
English as a Second Language (ESL)	February 5 May 6	March 1 May 31
Adult Basic Education (ABE)	March 3 April 21	April 11 May 30
Lifeboat Preparation	February 10 March 10 April 7 May 5	February 21 March 21 April 18 May 16
Introduction to Computers	Self-study	
English 099	February 3	February 28
English 101	March 31	May 23
Math 098	February 3	February 28
Psychology 101	March 31	May 23
Physics	March 31	May 23

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

## UPGRADING APPLICATION

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

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

(City) (State) (Zip Code)

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

COURSE	BEGIN DATE	END DATE

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

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

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

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

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

1/97



Seafarers Pension Trust  
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Seafarers Vacation Fund  
 — page 21

# AB Wood Links Love of Sea and Sport

It probably is not a typical mix for most merchant mariners, but as Jim Wood sees it, he has found a virtually perfect match between his career as a Seafarer and his avocation as a part-time professional golfer.

"I enjoy sailing. I like the lifestyle," says the AB, a 15-year member of the SIU. "But in my free time, I'd rather play golf than do anything else. I just love the game."

The 52-year-old Wood last year reached a milestone in his sporting ventures when he qualified for the Old Dominion Seniors, a Senior Professional Golfers Association (PGA) tournament in San Antonio, Texas. (Non-touring pros can play in professional tournaments by winning or placing highly in preliminary qualifying rounds, known as making the cut.) He finished near the bottom of the 78-player field, some 17 strokes off the lead, and won a modest sum of money.

But for Wood, playing alongside well-known pros including Ray Floyd, Chi Chi Rodriguez, Tom Weiskopf, Lee Trevino, Gary Player and others left him feeling as rewarded as if he had placed among the top finishers.

"You feel some butterflies the first time you step up to the tees with those guys," recalls Wood, who took up the sport at age 11 and later became a successful college golfer. "I was more in awe than nervous. I got a whole bunch of autographs. . . . You could compare it to a kid playing baseball, and he's in the dugout with Mickey Mantle. Or you get to suit up and go to bat for the Yankees, one time."

He adds that the famous golfers have at least this much in common: "They really get intense when it comes time to play for the money (particularly in the later rounds of the tournaments). Until you're right next to them, you can't appreciate how consistent they are. They hit the ball perfectly eight or nine times out of 10, whereas I'm doing it maybe seven times out of 10."

## Led to Sea

While golf has been a fairly constant part of Wood's life since he first walked onto a course near his boyhood home in Potsdam, N.Y., he tried other careers before discovering his affinity for the merchant marine.

A high school dropout, Wood joined the Navy in 1966. He quickly realized he needed more education for career advance-



After several years as a schoolteacher, Jim Wood found his niche as a Seafarer.

## Seafarer Qualifies for Senior PGA Tourney



LAKE PLACID RESORT		LAKE PLACID RESORT		LAKE PLACID RESORT	
USGA® Golf Handicap Card		USGA® Golf Handicap Card		USGA® Golf Handicap Card	
JIM WOOD Handicap: -1	JIM WOOD Handicap: -1	JIM WOOD Handicap: -1	JIM WOOD Handicap: -1	JIM WOOD Handicap: -1	JIM WOOD Handicap: -1
Handicap Stated Above has been Computed under the USGA Golf Handicap System		Handicap Stated Above has been Computed under the USGA Golf Handicap System		Handicap Stated Above has been Computed under the USGA Golf Handicap System	
Ed Kruel		Ed Kruel		Ed Kruel	
Last 20 Round Scores		Last 20 Round Scores		Last 20 Round Scores	
69* 70*	69* 67* 71	73 69* 69*	66* 74 74 73 73 69* 69*	66* 74 74 73 73 69* 69*	66* 74 74 73 73 69* 69*
67* 71	72 71 70	70 69* 67*	70 66* 67* 68* 70 69* 67*	70 66* 67* 68* 70 69* 67*	70 66* 67* 68* 70 69* 67*
71 70		66* 72 71	71 70 71 68* 66* 72	71 70 71 68* 66* 72	71 70 71 68* 66* 72

ment. Over the next dozen years, he earned a high school equivalency diploma, a bachelor of arts degree from the State University of New York in Potsdam and a master's degree from the same college.

He settled into a teaching job during the mid-1970s, but a summer trip to Hawaii in 1979 would lead him to the SIU.

Wood's father (a tool and dye maker with the United Auto Workers) and mother (a member of the New York State United Teachers Union) had retired to the islands, and the son went to visit.

"There was a retired SIU guy who lived in the same condo complex, and he told me about the 'white ships' (the SIU-crewed passenger vessels *Independence* and *Constitution*, which sailed around the Hawaiian islands). I happened to have a z-card from when I got out of the Navy, and I had a yearning for something else besides teaching."

Acting "on the spur of the moment," Wood went to the SIU hall in Honolulu. Three days later, he signed on the *Independence* as a General Utility.

"I felt very lucky to get the job. The original trip went to the West Coast. I talked to the other crewmembers and learned about the industry, comparing it to teaching. Then I called the school and told them I was trying a different career," he explains.

Since then, Wood has sailed on the passenger ships as well as vessels operated by Sea-Land, AMSEA, Waterman, Puerto Rico Marine and Transoceanic Cable. He upgraded at the Paul Hall Center a few years ago, and says he definitely chose the right career.

"From the beginning, I enjoyed it. It was different, and I saw my future, where I could go," he observes. "I enjoyed the school. . . . The union has provided a benefits package that has improved a lot since

ABOVE: Wood gives a lift to children on the links in Lake Placid, N.Y., where the Seafarer helped conduct a free golfing clinic for kids. BELOW: Wood struggled in the Senior PGA tournament he qualified for last year, but still enjoyed playing in the Texas event.

## Dominion Seniors

At San Antonio AFTER FIRST ROUND		
Ray Floyd	66	Don Massengale 72
Charlie Epps	66	Tom Shaw 72
Gary Player	67	Terry Dill 72
B. Summerhays	68	Bob Betley 72
Bob Eastwood	68	Kermit Zarley 72
Chi Chi Rodriguez	68	Bill Johnston 72
Larry Mowry	69	Harry Toscano 72
Walter Zembriski	69	Ken Still 73
Jim Dent	69	Butch Baird 73
Tom Weiskopf	69	Jack Klefer 73
Jimmy Powell	69	George Archer 73
Graham Marsh	69	Walt Morgan 73
Dave Stockton	69	Don January 73
Frank Conner	70	Jerry McGee 73
Dick Hendrickson	70	Robert Landers 73
Gene Little	70	Jim Wilkinson 74
John Bland	70	Dick Rhyon 74
Lee Trevino	70	Lou Graham 74
Gibby Gilbert	70	Homero Blancas 74
Tom Wargo	70	Miller Barber 74
Jay Sigel	70	John Paul Cain 74
Joe Jimenez	70	Dale Douglass 74
Bob Dickson	70	Bobby Strohle 75
Ben Smith	71	Jim Albus 75
John Jacobs	71	Jim Ferrae 75
Bunky Henry	71	Gay Brewer 75
D. Eichelberger	71	Charlie Sifford 75
Tony Jacklin	71	Bob Irving 75
Rocky Thompson	71	Terry Carison 76
Orville Moody	71	Rick Acton 76
Ed Sneed	71	Deane Beman 76
Bud Alin	71	Simon Hobday 76
Snell Lancaster	71	JR Wood 77
Brian Barnes	72	Bob E. Smith 78
Charles Coody	72	Rives McBee 78
Larry Ziegler	72	Dennis Coscina 78
Tommy Aaron	72	Lee Elder 79
Harold Henning	72	Bob Brue 79
J.C. Sneed	72	Bob Carson 81

I first came in. And this last (standard) contract is the best they've ever done."

He adds that "being able to set my own work schedule" has been a major plus, allowing him to maintain his golf skills during warmer months and spend uninterrupted time with his wife and two stepchildren.

## Linked to the Course

Most weekend golfers rarely, if ever, score lower than 100 over a course of 18 holes. Wood broke (got a lower score than) 80 by the time he was 15, the result of natural skills as well as lots of practice.

"At our local course where I grew up, it only cost \$1.50 for kids under 18 to golf all day," he remembers. "I had friends in the neighborhood who also played. We'd hop the fence if we didn't have money, and just play the same four or five holes over and over."

Wood rarely had golfed during his four-year Navy stint, but he nevertheless earned a position on his college team, where he played for four years. As a senior, his scores were good enough for all-conference honors. "That's where my game really took off," he notes.

He did well in a number of amateur tournaments during the 1980s, including a first-place finish at the Northern New York Tournament and a second-place effort at the Japan Airline Open in Hawaii.

Yet despite his success and attraction to the sport, Wood did not aspire to play professionally until four years ago. He took a vacation in West Palm Beach, Fla., where, coincidentally, a Senior PGA tournament was taking place.

"I was watching these guys and thinking, 'They're not that great. I can do every shot they're doing, it's just a matter of practice. Their game has deteriorated enough from their youth that maybe I can catch them.'"

To bolster his practice time, Wood worked part-time at a course in Lake Placid, N.Y. Between regularly teaching golf lessons and playing on his own virtually every day, "I was continually hitting 72 (par) and under, then I started breaking 70 on a regular basis."

Buoyed by that success, he entered various senior pro tournaments. He made the cut once, in San Antonio. But, he explains, it does not pay to enter such events on a whim.

"It can cost \$500 to \$600 per person just for the entry fee. You might have 50 or 60 people playing the Monday before a tournament, trying to qualify (and thereby join the preset field of pros). Only the top six finishers make it, then the total field is cut in half after Thursday and Friday. So, as you can imagine, lots of players go home without a dime."

Wood hopes eventually to make the cut on a regular basis and "place in the top 10 a couple of times a year, but that's a ways off. I don't know if I can become that good."

Whether he attains those goals may in part depend on if he can secure a sponsor. Such backing "would allow me to really give this a shot, to try playing full-time instead of only a few months out of the year. The increased playing time truly can make all the difference."

He also eventually would like to work full-time as a club pro after his sailing days are over.

The resident of Upper Jay, N.Y. still constantly practices while on the beach, sometimes using a "driving net" (where a golfer can hit balls into a nearby net, rather than let them continue) to hone his game during off-time aboard ship.

"But no matter what happens, I got to play with the big boys at least once, even if I never make it again," he concludes.