

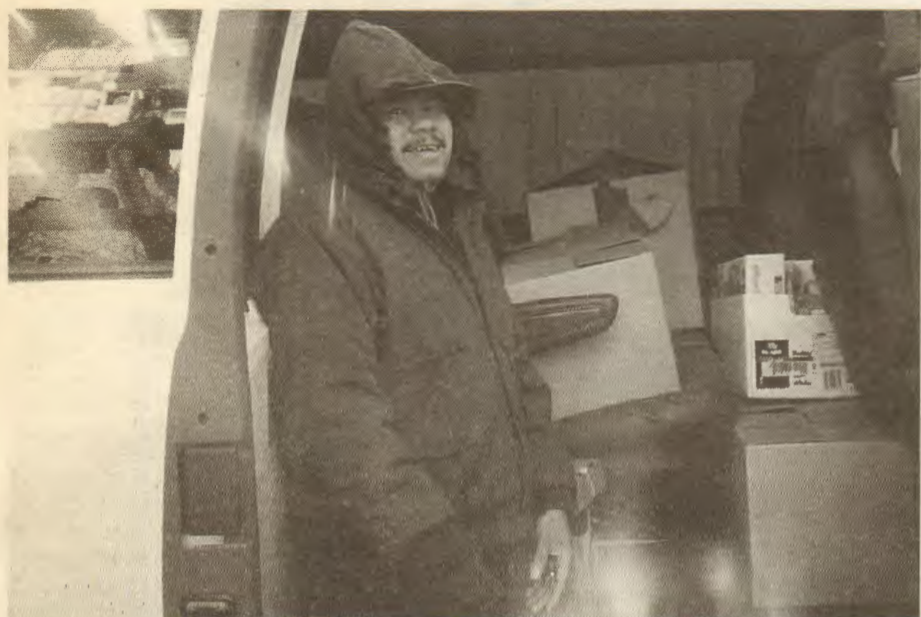
The

Seafarers Log

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



AB/Bosun Bart Romero helps deliver fresh stores and bottled water to the needy crew of a runaway-flag ship in Detroit late last year.

Seafarers Provide Humanitarian Aid For Foreign Crew

Great Lakes Seafarers assisted the multinational crew of a runaway-flag freighter detained in the port of Detroit late last year. Many of the foreign mariners were ill because of contaminated stores and other unsanitary conditions aboard the Greek-owned, Panamanian-flag *Blue Lagoon*. Rust and corrosion also were prevalent on the ship, which the U.S. Coast Guard deemed unsafe and uninhabitable. However, SIU members helped secure fresh stores, back pay and repatriation for the crewmembers, while repairs were made to the ship pursuant to Coast Guard direction.

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SIU Tallying Committee Announces Election Results

The SIU's rank-and-file tallying committee recently released its calculation of the ballots cast by Seafarers. Voting for national officers of the union took place November 1 through December 31, 1996. The committee certified the reelection of Michael Sacco as president of the SIU, along with other results. The tallying committee's report will be submitted for approval by the membership at union meetings next month.

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Jones Act Must Be Maintained

Sen. Inouye: Cabotage Law Is Fair and Effective for America

Senator Daniel Inouye (D-Hawaii) recently reaffirmed his support of the Jones Act, America's freight cabotage law. The ranking minority party member of the Senate Surface Transportation and Merchant Marine Subcommittee described the fight to maintain the integrity of the Jones Act as "a battle about national security and about economic security. It is fundamentally a battle about fairness." Page 4

Seafarers at Inaugural



SIU members were on hand to help provide security and crowd control at the presidential inauguration last month in Washington, D.C. Once finished with their work, Seafarers enthusiastically observed the ceremonies. Above, awaiting their assignments on January 20, are Nathan Anderson (left) and Trinity Ippolito. Page 2

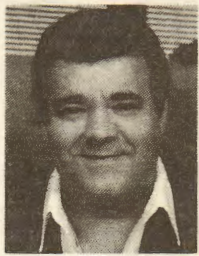
Special Section: Tax Tips for Merchant Seamen

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President's Report

Hall Center: Progress, Opportunity

Later this year, the Paul Hall Center will mark its 30th anniversary of providing vocational training for deep sea, inland and Great Lakes Seafarers.



Michael Sacco

Without question, the center with its Seafarers Harry Lundeberg School of Seamanship, located in Piney Point, Md., has come a long way since first opening its gates in 1967. In those days, while the school definitely had enormous potential, the fact is the facilities were raw and the curriculum limited. The only courses initially available were lifeboat and basic seamanship, and a single building comprised the school.

But from the beginning, the Paul Hall Center has steadily progressed. Working closely with representatives from the industry, the school has evolved into a comprehensive facility offering an array of top-notch upgrading courses and academic classes. The expansion of the Piney Point complex reflects that advancement, gained through foresight of changes in shipboard technology, along with plain hard work.

Look around the picturesque campus, and you'll see an operation dedicated to perfecting its education agenda and turning out the best-trained merchant mariners in the world. You will see well-kept classrooms staffed by knowledgeable, effective instructors. You will see state-of-the-art facilities like the lecture/demonstration galley and the computer lab; valuable training vessels such as the *Empress II*, a fully outfitted, two-level barge loaded with choice systems and equipment; bene-

cial instructional tools like the shiphandling simulator; well-equipped engine department workshops and much, much more.

Similarly, a glance at this year's course schedule reveals the school's thorough nature. For deck department Seafarers, the Paul Hall Center offers seven different classes, including bridge management and, for those wanting to go up the hawsepipe, third mate. Engine department Seafarers may choose from more than a dozen courses, such as pumproom maintenance or hydraulics. And, steward department members may utilize an extensive culinary curriculum that includes chief steward, chief cook and assistant cook/certified cook/baker classes.

The school also offers numerous courses for boatmen, including radar observer and engineroom familiarization, and a number of upgrading and specialty courses available to Seafarers from all divisions and departments. The latter curriculum includes oil spill prevention and containment, firefighting, first aid and many others.

Of course, the center also provides specialty courses, both at Piney Point and in the field, designed to meet the unique needs of SIU-contracted companies.

Finally, the Paul Hall Center features a thorough curriculum for entry-level mariners and adult education classes designed to serve as a springboard to vocational training.

SIU members from all divisions and from all three shipboard departments utilize those classes to become better at their jobs, advance their ratings and increase their earning power. That translates into job security, which is exactly what the late SIU President Paul Hall had in mind for Seafarers when he engineered the school's beginning.

An indispensable part of the center's success has been meeting and, in many cases, staying a step ahead of the industry's training needs. This isn't just a catchphrase. Helping Seafarers keep up with the frequent, often complex, changes in their field is a staple of the school's operations.

Many Examples

One recent example is the tanker assistant DL course, formerly known as tanker operation/safety. The center began offering this very detailed class in January 1995—two full years before an international maritime treaty known as STCW would require such training of tanker personnel.

In 1994, Lundeberg School instructors traveled to SIU halls throughout the country to conduct courses in refrigerant handling. The training helped enable engine department Seafarers to secure government-mandated certification before the Coast Guard deadline for such endorsements.

This is nothing new. In the 1970s, while the LNG carriers were being built, the school established a training program in the handling of liquefied natural gas. This ensured the companies (including Energy Transportation Corporation) would have available crews of Seafarers schooled in the properties, characteristics and waterborne transport of LNG.

Around that same time, before American Hawaii Cruises' first voyages (which began in the early 1980s), the Lundeberg School trained union members in many aspects of passenger ship work. It also collaborated with Sea-Land to prepare crewmembers for work aboard what then were the company's new SL-7s.

In the 1980s, the U.S. military steadily increased the subcontracting of its sealift

operations to the private sector. So, the school created courses to prepare SIU members for work aboard such vessels. As a result, in the past dozen years, thousands of Seafarers have trained on the school's Hagglund crane and participated in forklift maneuvers, unrep exercises and other sealift-specific drills.

These examples highlight how the Seafarers' training programs are geared to assist the U.S.-flag ship operator. Likewise, the curriculum long has been marked by America's security and defense interests. (In fact, the union's original training programs were spurred by a shortage of marine personnel during the Korean conflict, 16 years before the center opened.)

While Seafarers justifiably should be proud of the school's history, our main focus, naturally, is on the future. Between changing technology and a wave of new regulations, I honestly believe that training for American merchant mariners, now and in the near future, will be at least as vital as during any other time in the history of the U.S. merchant marine.

With that in mind, the Paul Hall Center will continue honing its courses and upgrading its facilities. As is its tradition, the school will not stop in its efforts to stay ahead.

To those Seafarers who have upgraded at Piney Point, I congratulate you and encourage you to continue your studies at the school. As you already have discovered, education is and will remain a key to your job security.

To those who have not taken advantage of this opportunity, I only can remind you that everything about the school is designed to help you advance your career. I hope you will check out the course schedule and apply for a class as soon as possible.

Seafarers Assist with Security, Crowd Control During 'Once in a Lifetime' Inaugural Detail

The Seafarers' white caps were very visible in and around Lafayette Park to spectators taking their seats for the Presidential Inaugural Parade on January 20.

More than 40 union members attending classes at the Paul Hall Center and officials volunteered for a sunrise-to-sundown detail providing crowd control in the park directly across the street from the White House.

"It was a chance of a lifetime," recalled Michael Jones of Norfolk, Va. "I never thought I would do that in a million years."

"It's something I can tell my kids and grandkids that I worked with the president."

Seafarers arrived in Washington, D.C. at daybreak to receive their credentials and to be briefed on what was expected of them before and during the parade. From the volunteers' tent, they marched a mile-and-a-half to their station in Lafayette Park, where they were teamed with

Secret Service agents, local policemen and Boy Scouts and Girl Scouts to help with security and crowd control.

Some Seafarers were positioned by metal detectors to make sure lines stayed orderly as the Secret Service agents scanned the spectators. Others worked with police to keep unwanted visitors from entering press trailers where television, radio and print reporters were working. Still others assisted elected officials, actors, singers and other VIPs to their seats in stands erected along Pennsylvania Avenue.

"My union has always been there to back me, so I wanted to do what I could to help," noted QMED Jason Bonfont. "It was an exciting experience."

Despite temperatures just above freezing, the Seafarers managed to keep warm once crowds started moving toward the park from the Capitol after President Clinton was sworn in for a second term in office.

The payoff for the SIU members came after the park was secured by the Secret Service. The Seafarers were dismissed from their security positions and allowed to find a space along Pennsylvania Avenue to see President Clinton and Vice President Gore with their families walk to the presidential reviewing stand.

"I was surprised the president was walking," said deck department member Tanya Solomon. "I expected him to go by in a limousine and wave. That was very exciting."

Following the parade, the SIU contingent marched back to a warm bus where they got comfortable and talked about the day's adventure.

"It was an important event for the union and a good experience for me," stated QMED Conrado Martinez. "I liked it very much because I got to deal with a lot of people."

The effort demonstrated by the Seafarers was not lost on the parade organizers.

In a letter to SIU President Michael Sacco, the parade's volunteer coordinator, Corinne Sebesta, thanked the union for its participation.

"Without your involvement and dedication to the president and the parade, we would never have been able to create such a spectacular event. The outstanding effort that your organization put forth made this celebration possible. We couldn't have done it without you!" she wrote.

Other Seafarers who participated as inaugural parade volunteers were David Davis, Brian



After completing their crowd control duties, Seafarers Mark Dyer (left) and Mark Ciciulla (located between the sailor and policeman) watch the Presidential Inaugural Parade in Washington, D.C.

Rumsby, Lynch Verne, Sprague Ryan, Harold Roger, Marvell Davis, Joshua Morris and Mark Ciciulla.

Among those helping were Nathan Anderson, Hizam Ahmed, David Ayou, Larry Jackson, Trinity Ippolito, Joseph Riccio, Aaron Lutzky, Mark Gaffney and Ryan Kitchen.

Joining the others on the

parade route were Harry Williams, Jefferson Helstad, Anna Alexander, Rachel Vandergeest, Victor Frazier, Jay Thomas, Byron Elliott, Tyler Harder and Edgar Young.

Also taking part were Lezel Lomengay, Trent Sterling, Samuel Garrett, Rick Lee James, Joseph Boevnik, Mark Stabler, Scott Seiler and Mark Dyer.



President Bill Clinton, joined by his wife, Hillary, and daughter, Chelsea, wave to the crowd as they make their way to the White House.

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Committee Announces SIU Election Results

Michael Sacco Is Reelected As President

The SIU's tallying committee recently released its tabulation of the ballots cast by union members in the voting for national officers of the Atlantic, Gulf, Lakes and Inland Waters District, which took place November 1 through December 31, 1996.

Composed of 20 Seafarers (two members elected from each of the SIU's 10 constitutional halls), the rank-and-file committee certified the reelection of Michael Sacco as president of the SIU; reelection of John Fay as the union's secretary-treasurer; and reelection of Joseph Sacco as executive vice president.

In its report, the committee noted that Joseph Sacco, who passed away in October, ran unopposed for the position of executive vice president. Therefore, in accordance with Article XIII of the union's constitution, Joseph Sacco was considered elected to that position once nominations closed and the membership approved the report of the credentials committee (which took place in September).



Recertified Bosun John Cain, chairman of the tallying committee, begins counting ballots.

The subsequent vacancy created by Joseph Sacco's death will be filled in accordance with Article X of the union's constitution.

Meanwhile, Michael Sacco and Fay were elected to four-year terms slated to begin immediately.

The tallying committee's report will be submitted for approval by the membership at union meetings next month.

Additionally, the committee reported the election of the following officers, who also will serve four-year terms:

- Augie Tellez, contracts and contract enforcement vice president;
- Jack Caffey, Atlantic Coast vice president;
- Dean Corgey, Gulf Coast vice president;
- George McCartney, West Coast vice president;
- Byron Kelley, Southern Region, Great Lakes and inland waters vice president;
- Roy "Buck" Mercer, government services and fishing industries vice president;
- Kermett Mangram, contracts and contract enforcement assistant vice president;
- Robert Pomerlane, Atlantic Coast assistant vice president;
- David Heindel, Gulf Coast assistant vice president;
- Don Anderson, West Coast assistant vice president;
- Jim McGee, Southern Region, Great Lakes and inland waters assistant vice president;
- Bob Hall, government services and fishing industries vice president;
- Leo Bonser, headquarters representative;
- Carl Peth, headquarters representative;
- Edward "Edd" Morris, Piney Point port agent;
- Robert Selzer, New York port agent;
- Joe Soresi, Philadelphia port agent;



Serving on the tallying committee after their election by fellow Seafarers are (seated, from left) Alexander Reyer, Robert Hamil, Lawrence Zepeda, Charlie Clausen, John Cain, Ernest Hoitt, John Joyce, Oscar Wiew, Michael Rawlins (standing, from left) James Stiller, Tim McKenna, Nelson Poe, Ray Smith, Robert Scott, Dock McGuire, Calvin James, Tim Burns, Timothy Van Pelt, Laura Cates and Alfred Varona.

■ Mike Paladino, Baltimore port agent;

■ Dave Carter, Mobile port agent;

■ Jose "Joe" Perez, New Orleans port agent;

■ Ambrose Cucinotta, Houston port agent;

■ Nick Celona, San Francisco port agent;

■ Tom Orzechowski Jr., St. Louis port agent;

■ Tim Kelley, Algonac port agent.

The committee met during the week of January 5 at the union's headquarters in Camp Springs, Md. to receive the ballots from the bank where they were kept, count the votes in the contested races and determine the status of void or challenged ballots. The report issued by the committee will be submitted for a vote by the

membership at union meetings in March. (The committee itself unanimously approved the report.)

In concluding the report, the committee congratulated the newly elected officers and offered "best wishes for the next four years. We hope that you will carry on the tradition of our union and advance the strength of the maritime industry."

The committee elected Recertified Bosun John Cain as its chairman. Brother Cain and fellow Recertified Bosun Lawrence Zepeda were elected from the port of Houston to serve on the tallying panel.

Also serving on the committee from the Gulf Coast were Recertified Steward Robert Scott and AB Dock McGuire from Mobile and Recertified Steward

Ernest Hoitt and AB James Stiller from New Orleans.

Representing constitutional ports on the Atlantic Coast were QMED-Pumpman Charlie Clausen and Recertified Steward Alexander Reyer from Piney Point, QMED Robert Hamil and Recertified Bosun Calvin James from New York, Mechanic Tim Burns and Mate John Joyce from Philadelphia, and AB Nelson Poe and QMED Timothy Van Pelt from Baltimore.

Elected to the committee from Algonac were AB Tim McKenna and AB Ray Smith. Attending from St. Louis were Recertified Steward Laura Cates and AB Michael Rawlins. Recertified Bosun Oscar Wiew and AB Alfred Varona served on the committee after being elected from the port of San Francisco.

U.S.-Flag Fleet Vital for Security, DOT's Slater Tells Senate Committee

Transportation Secretary-designate Rodney E. Slater told members of the Senate Commerce, Science and Transportation Committee that he will continue the two goals the cabinet-level department has set for maritime: "making our maritime transportation system the most modern, competitive and efficient in the world and providing strategically critical sealift capacity to support our national security needs."

Slater's remarks came during his confirmation hearing January 29. President Clinton selected Slater, who served as the Federal Highway Administrator during the previous four years, to replace Federico Peña, who is leaving Transportation to become the Secretary of Energy.

While most of Slater's testimony to the senators covered surface transportation, he did deal with maritime issues both in his opening statement and in written answers to previously submitted questions.

Several times in his oral and written comments to the committee, the secretary-designate emphasized the value of the U.S.-flag fleet to the nation's economy and defense.

"The maritime programs have at their center the strengthening of our national and economic security," Slater said during his opening remarks. "They accomplish this through genuine partnership with other government agencies and absolute reliance on the private sector."

He provided more support for



Rodney E. Slater has been nominated as the new secretary of transportation.

the U.S.-flag fleet in response to a question that asked if the size of the fleet covered by the new Maritime Security Program could be adjusted for American-owned, foreign-flag ships.

"Foreign-flag vessels, irrespective of ownership, do not provide U.S.-citizen crews to the American labor base required to mobilize the Ready Reserve Force and other government sealift ships," Slater said.

He then wrote, "The American-owned/flagged Maritime Security Program fleet maintains nearly 3,000 jobs in the U.S.-citizen seafaring pool. Reliance on anything other than U.S.-owned, U.S.-flagged and U.S.-crewed ships increases the risk of delayed delivery to U.S. troops on the battlefield."

To back up his point, Slater experienced some of the problems during the Persian Gulf War when foreign-flag ships were used to transport materiel to American forces stationed in

Saudi Arabia.

"The Department of Defense (DoD) has documented that approximately 10 percent of foreign-flag ships chartered by DoD during the Gulf War balked at going into that relatively low-threat shipping environment.

"In contrast, the American maritime industry and seafarers have never hesitated to go into harm's way to get the job done for our nation, no matter what the cost," Slater informed the committee.

In response to a question on the difference in operating costs between a foreign-flag vessels and a U.S.-flag ship, Slater noted, "Foreign-flag vessel owners do not pay U.S. taxes, and their crews frequently do not pay income tax to any country.

"Likewise, foreign seafarers are frequently denied even the most rudimentary training in professional competencies and seafaring skills."

Slater went on to say, "Congress and the American public support higher standards of safety, decent wages, retirement benefits, health insurance and skilled workers, all of which result in higher operating costs."

According to press reports, the Senate Commerce, Science and Transportation Committee is expected to vote on Slater's appointment in early February. If the committee approves him, the full Senate would consider his nomination a few days later. Once Slater clears the Senate, he would begin serving as the new secretary of transportation.

More SIU-Crewed Vessels Join Maritime Security Program

Nine more SIU-contracted vessels have become part of the new Maritime Security Program.

American President Lines (APL) signed contracts with the Maritime Administration (MarAd) on January 21 to place nine containerships into the 10-year program, which came into existence in October when President Clinton signed the Maritime Security Act of 1996. (The legislation received strong bipartisan support in both the House of Representatives and Senate as it made its way through the 104th Congress.)

With the addition of the APL ships, a total of 47 vessels now have contracts in the program. All the ships must fly the American flag to be included. All that have been selected by MarAd are useful to the U.S. military. Among the types of vessels in the program are roll-on/roll-offs, car carriers, LASH and containerships.

Companies whose vessels are included in the Maritime Security Program agree to make the ships as well as their land-based infrastructure available to the U.S. armed forces in times of national emergency or war. The ships also are available to move military cargo in times of peace. In return,

MarAd, through money approved by Congress, helps fund the operations of the vessels.

Included by Oakland, Calif.-based APL to be part of the program are five vessels that already sail under the U.S. flag. The unlicensed crews for these ships are composed of Seafarers in the galley, as well as SIUNA-affiliated Sailors' Union of the Pacific (SUP) in the deck department and Marine Firemen's Union (MFOU) in the engine room.

The other four APL ships contracted to be a part of the program will have to be registered under the U.S. flag. Presently the C-11 containerships are registered in the Marshall Islands and carry foreign crews. When they are brought under the American flag, the unlicensed crews will be made up of SIU, SUP and MFOU members.

In a ceremony at the Department of Transportation on December 20, MarAd announced the implementation of the Maritime Security Program. SIU-contracted companies Crowley Maritime, Maersk Lines, OSG Car Carriers, Sea-Land Service and Waterman Steamship were among those signing agreements to have their vessels included in the program.

Hawaii Senator Vows to Keep Up Fight for Jones Act

Inouye States America's Cabotage Law Vital for National and Economic Security

The ranking minority party member of the Senate Surface Transportation and Merchant Marine Subcommittee reaffirmed his strong support for the nation's freight cabotage law—the Jones Act—during a speech before maritime interests in Hawaii.

"The Jones Act has served Hawaii well," Senator Daniel Inouye (D-Hawaii) told the members of the Hawaii chapter of the Maritime Cabotage Task Force during its December meeting.

"We enjoy high-quality, regularly scheduled service. I am convinced that foreign shipping interests would not be interested in providing dedicated service to Hawaii," the senator added.

The Maritime Cabotage Task Force is a pro-Jones Act and Passenger Vessel Services Act coalition of more than 400 maritime and transportation-related organizations. The SIU is a member of the national group, which has chapters along the Atlantic, Pacific and Caribbean coastlines.

Lists Requirements

In his address, Inouye outlined the three requirements that make up the Jones Act, which was enacted in 1920 to ensure cargo carried from one domestic port to another moved aboard a U.S.-flag

vessel. Such a vessel "must be U.S.-owned, U.S.-built and U.S.-registered."

'Sweatshop factory operations in Third-World nations are subject to more government obligations and oversight than a [runaway] flag vessel.'

— Sen. Daniel Inouye

"The U.S. ownership requirement is similar to the requirements for many other U.S. industries—like aviation, defense, public utilities, radio/television and local telephone companies. This is simply a public policy matter of national security."

The senator then stated, "It is in our national security interest to

maintain a strong merchant fleet for times of crisis. The world's only remaining superpower cannot be put in the position of sending young men and women into war with the promise that we will supply them, if we can charter foreign vessels."

Need for U.S. Built

Inouye, who has long been a strong supporter of the U.S.-flag merchant fleet, said the Jones Act keeps domestic shipyards active. He reminded the audience that ships involved in the domestic trades must be built in America.

"This requirement is part of a larger U.S. shipbuilding policy, which is also tied directly to national security. This 'build requirement' helps counterbalance the practices of many of our trading partners who heavily subsidize their shipyards," he added.

'Most Important'

Inouye stated his belief that the U.S.-registered requirement is the "most important."

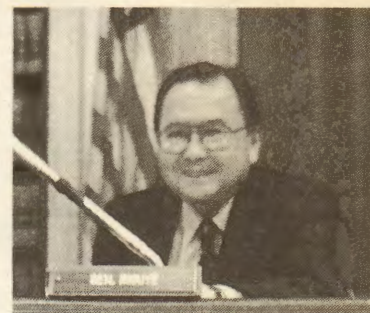
"Simply put, it requires that vessels operating in the domestic trade comply fully with U.S. law—pay U.S. taxes, abide by U.S. labor laws, meet Coast Guard vessel standards and follow all other American requirements."

The senator pointed out that the opponents of the Jones Act would permit runaway-flag vessels to operate between U.S. ports. (Runaway-flag vessels are those owned by a citizen of one nation, registered in another country, managed by a representative from a third nation and crewed by citizens of yet other nations. The shipowners use this process to avoid paying the taxes and wages as well as meeting the safety and labor laws required of their home country. Non-traditional maritime countries use the registration fees as a means to raise money while turning their backs to the abuses of the ships and crews.)

Unfair Competition

Inouye noted, "Sweatshop factory operations in Third-World nations are subject to more government obligations and oversight than a [runaway] flag vessel."

"Under these circumstances, opponents of cabotage would allow foreign operators to compete for all U.S. cargo without the responsibility of complying with all U.S. laws and requirements. That is fundamentally unfair. No other U.S. industry is expected to—or could—compete under those circumstances in our own



Sen. Daniel Inouye

domestic economy."

The senator added that even during these times of deregulating industries, such actions have only been undertaken within the domestic markets.

"We have never opened our domestic markets, in the name of deregulation, to foreign operators. The battle to maintain the integrity of the Jones Act is a battle about national security and about economic security. It is fundamentally a battle about fairness."

He told the members of the task force that the U.S.-flag maritime industry has "enormous support on Capitol Hill." He vowed he would continue to fight for the U.S.-flag fleet and asked the audience to remain vigilant to any attacks aimed at the industry.

Lakers Home For Winter; Fitout Begins In March

Recently the Midwestern states have experienced record-breaking, brutal winter conditions. However, the ice, winds and snow crippling the region have left SIU-crewed vessels unscathed as most of them were safely tied up in their winter port by mid-January.

The Seafarers-crewed cement carriers *Medusa Challenger* and *Medusa Conquest* were the last SIU-contracted Great Lakes vessels to come in for the seasonal layup. On January 13, the *Challenger* sailed into the port of Chicago and the *Conquest* into Sturgeon Bay, Wis., where they will remain until spring fitout.

"Just about everyone who sails on the Lakes has come through the hall within the last few months to fill out vacation forms and the necessary annual paperwork," recalled Algonac, Mich. Representative Don Thornton. "Even though we don't have tentative fitout dates for the spring, many of the guys are ready to go right back out on the Lakes and start working," said Thornton.

He advised Seafarers to keep in touch with the union hall in Algonac, Mich. for spring fitout dates.

Thick ice has formed on lakes Michigan, Superior and Huron. Coast Guard ice breakers had to help several lakers into and out of ports during the final weeks of the season.

However, Glen Nekvasil of the Lake Carriers' Association, which monitors the action of American-flag shipping on the Great Lakes, stated there is no reason to believe that the 1997 season will not begin on time.

"Typical startup dates for the cement boats are around March 12, and steel boats sail out of their winter ports not long after. In any case, the Lakes won't be quiet for very long," the communications director stated.

The Soo Locks in Sault Ste. Marie, Mich. are set to open on March 25. The opening of the Soo Locks traditionally begins the sailing season across the Lakes since they are the only entrance into Lake Superior from the lower four lakes.

Engine and steward department members normally are the first to sign on the vessels as fitout begins. While the engine

crew executes any needed repairs and refills pipes that were emptied during layup, the galley gang orders stores and makes other preparations for the season.

Members of the deck department usually join the ships within a few days after their fellow crewmembers, and the vessels typically begin sailing two or three days later.

During the 1995 navigational season (March 1995 - February 1996) SIU-crewed lakers experienced "normal" sailing conditions. The final months of the 1994 season (March 1994 - February 1995), however, saw the onset of a severe winter that brought shipping on the Great Lakes to a standstill.

Through the end of January, U.S.-flag carriers transported approximately 116 million tons, a new record for Great Lakes vessels.

Gulf Marine Boatmen Ratify New Pact

Wage increases and improved medical and dental benefits for Seafarers and their dependents highlight a new five-year contract recently approved by SIU boatmen who sail aboard Gulf Marine tugboats and barges.

Seafarers working aboard the Gulf Marine tugs *Marlin* and *Prevail* also secured an improved pension benefit program.

Contract negotiations took place in Norfolk, Va. Delegates to the negotiating team included Mate Allen Thomas, AB Gary Parks and SIU Norfolk Port Agent Mike Paladino.

"The improved pension and medical benefits really were key elements of the contract, as far as the members were concerned," recalled Paladino.

"Working out on a tug is hard work and as much as most of these guys love their jobs, they want to make sure that they won't have to work forever. This contract gives them that guarantee plus five new years with excellent benefits," Paladino added.

Gulf Marine Seafarers overwhelmingly approved the pact on November 8. The agreement is retroactive to October 1 and runs through September 30, 2001.

Gulf Marine boats shuttle asphalt and various liquid cargoes throughout the Gulf of Mexico and Caribbean regions.

Maritime Briefs

Gilchrest, Hutchison and Snowe Head Maritime-Related Subcommittees

As expected, Rep. Wayne Gilchrest (R-Md.) last month was selected chairman of the Coast Guard and Maritime Transportation Subcommittee of the House Transportation and Infrastructure Committee.

He replaced Rep. Howard Coble (R-N.C.), who became chairman of a Judiciary subcommittee.

Also as anticipated, Rep. Bob Clement (D-Tenn.) returned as the ranking minority party member of the subcommittee.

Similarly, it came as no surprise that Senator Kay Bailey Hutchison (R-Texas) was confirmed to return as chair of the Surface Transportation and Merchant Marine Subcommittee of the Senate Commerce, Science and Transportation Committee in the 105th Congress. Senator Daniel Inouye (D-Hawaii) will remain the ranking minority party member on the subcommittee.

Additionally, Senator Olympia Snowe (R-Maine) will chair the Oceans and Fisheries Subcommittee of the Commerce Committee, which has jurisdiction over U.S. Coast Guard issues.

As Congress reported to Capitol Hill on January 7, neither the House nor the Senate announced any changes in the number of committees that will study and address maritime legislation during the next two years.



Japan Still Cleaning Oil From Capsized Tanker

Fishermen, teachers and many other residents were still busy trying to clean crude oil from 560 miles of beaches along Japan's northwestern coast after a Russian tanker split and sank in the Sea of Japan on January 1.

Nearly a month after the accident, the Japanese government issued a worldwide call for vessels to help deal with the disaster. Besides the beaches, the oil has contaminated bountiful fishing grounds.

The *Nakhodka*, loaded with 19,000 tons of crude oil, was sailing from China to Russia when it broke up in the Sea of Japan during a storm. All crewmembers, except the captain, were rescued during a search operation hampered by the storm and fog.

The vessel went down approximately 80 miles from the Shimane Prefecture. What has become the worst spill in Japan's history started reaching the nation's mainland a week later.

SIU-Crewed Tugs Move Crippled Freighter

Investigation into New Orleans Accident Reveals History of Engine Problems

SIU-crewed Crescent tugboats were called out last month to again assist a damaged Liberian-flag freighter that smashed into a crowded New Orleans riverfront shopping complex on December 14.

On January 6, six tugs moved the crippled *Bright Field* from the accident location to a repair yard 18 miles downriver. The tow took two hours to complete. No traffic was allowed in that portion of the Mississippi River as the tugboats proceeded with the move.

"It went without any problems," noted SIU Patrolman Steve Judd. "The guys knew their assignments and did the job as they were asked."

Agencies Seek Causes

Meanwhile, the U.S. Coast Guard and the National Transportation Safety Board (NTSB) are continuing their

investigation into the accident in which more than 100 people were injured.

The *Bright Field* was sailing downriver when it lost power under the Crescent City Connection (a series of bridges spanning the Mississippi River in the heart of New Orleans). Pilot Ted Davisson requested emergency assistance on the ship's radio and began sounding the ship's alarms as the vessel was being drawn by the river's currents toward an area where two cruise ships, the shopping center and a casino boat were located.

The 735-foot freighter struck the shopping center and ran aground less than 100 feet from the casino boat where hundreds of passengers were trying to flee. Part of the shopping complex collapsed.



AP Photo/Dan Loh

Investigators inspect the damage caused when the Liberian-flag *Bright Field* struck a riverside shopping complex in the heart of New Orleans on December 14. SIU-crewed Crescent tugs secured the vessel to the dock after the accident, then moved the freighter to a repair yard last month.

Tugs, including several SIU-crewed Crescent boats, raced to the scene to secure the *Bright Field* against the dock. Tugs stayed with the *Bright Field* until the complex was made secure, the ship's load of corn was removed and the vessel was inspected and readied for the move to the repair yard.

Third Outage That Day

Within a few days of the accident, reports in the New Orleans *Times-Picayune* noted the Chinese-crewed ship had experienced engine problems earlier in the day. In fact, the accident actually was the third time the *Bright Field* experienced a power loss that day.

The first occurred as Crescent boats were turning the vessel for sea after it had been loaded in

Reserve, La. The *Bright Field* went into anchorage while repairs were made.

Shortly, the freighter was underway. But, it had another power outage near the Huey P. Long Bridge, about one hour by river upstream from its eventual accident site. Again, it quickly regained power and proceeded downriver toward the Crescent City Connection, where it would have begun preparing to make the Algiers Point turn.

As reported by the *Times-Picayune*, the investigation has been hampered by the need for questions and answers to be translated. The asking of a simple question and its response has taken as long as 15 minutes because the Chinese crewmembers of the *Bright Field* do not understand English.

During the investigation, representatives for the Coast Guard and NTSB discovered numerous repairs had been performed on the freighter, including work on its turbocharger the day before the accident.

Other Troubles

The paper added that nine times in the previous four months either the main engine cylinder or pistons had been removed so that repairs could be made.

This contradicted earlier testimony by the ship's captain who had told investigators that during the four months before the accident he had been sailing on the *Bright Field*, it had not experienced such a power outage.

Neither federal agency has announced when it plans to release its findings into the accident.

Working Under the Florida Sun



Winter deck work seems to be easier to take when it is performed during a sunny day in Port Everglades, Fla., as evidenced by the smile on AB David Sumner's face. The deck department member is photographed flushing a line aboard the Maritrans barge *Ocean 250*.

Lott Stresses Weight of Amendment To International Shipbuilding Pact

Senate Majority Leader Trent Lott (R-Miss.) recently urged the administration to "fully consider the amendments passed by the House last year" if they want to ensure congressional approval of the Organization for Economic Cooperation and Development (OECD) Shipbuilding Agreement.

Lott described the original OECD pact as inadequate, and indicated the 105th Congress would be unlikely to sign off on the agreement unless the U.S. trade representative reopens international negotiations to address last year's amendment passed by the House of Representatives. (The agreement would cover the U.S., the European Union (EU), Japan, Korea, Norway, Sweden and Finland.)

In June, the House voted to implement the international agreement to end shipbuilding subsidies. Before adopting that measure, the House added an amendment to provide transitional benefits to U.S. shipyards while awaiting full international implementation of the pact.

Among other things, the amendment clarified that the Jones Act (America's freight cabotage law) would not be affected by the OECD agreement.

The Senate, however, did not take up the bill.

Senator Olympia Snowe (R-Maine), who chairs the Senate Oceans and Fisheries Subcommittee, voiced support for the House amendment reinforcing the Jones Act. She stated that "the very shipyards that build and repair Jones Act vessels were called upon to activate military reserve ships during Operation Desert Storm/Desert Shield, and it was the trained mariners who operate Jones Act vessels in peacetime who were called upon to crew these military ships."

Similarly, in endorsing the House-passed legislation, Lott noted that without the House amendment, the OECD "falls abysmally short of the objectives established by the very industry which sought an international agreement."

AB Frankiewicz Scoffs at Attacks on Union

Philadelphia Member Sets Record Straight on Financial Committee

One deck department member has decided to let his fellow Seafarers know what he thinks about a series of falsehoods being printed by a gossip sheet located in the same county as the Paul Hall Center for Maritime Training and Education.

"I'm sick of this union-bashing and all these lies!!" AB Kenneth Frankiewicz stated in a recent letter to SIU President Michael Sacco.

In November, the deck department member was upgrading at the Lundeberg School, situated on the grounds of the Paul Hall Center, when he read an article challenging a union procedure of which he has firsthand knowledge.

Frankiewicz, who sails from the port of Philadelphia, served as a rank-and-file member of the 1994 union financial review committee.

The story claimed the committee was "a sham." To set the record straight, the 1983 graduate of the trainee program at the Lundeberg School wrote that nothing he read in the gossip sheet was true.

"There was one part of that article which made me very



Calling a story about the union's financial committee "lies," AB Kenneth Frankiewicz urges his fellow Seafarers to be leery of attacks on the union.

angry!! The paper was talking about our finance committee.

"It said you hand pick the people on this committee, put us up in a luxurious hotel, wine and

dine us plus give us all rental cars. The article said you tell us to sign documents which we have no idea what we're signing. For our services, we are given hundreds of dollars," the AB wrote.

Frankiewicz then said this was not the way he or any of the other

committee members served their fellow Seafarers.

"Back in 1994, I was part of this committee. I was voted in by my union brothers and sisters. I stayed at Piney Point for the duration. I was driven to Camp Springs daily by bus. And I was paid a union 'standard rate' for services rendered."

Frankiewicz stated he was concerned for his fellow union members who might see the story and believe the falsehoods as being the truth. He felt the article wrongly made him and the other committee members look bad and warned Seafarers to be skeptical of such attacks by outsiders.

Union Challenges Method to Calculate User Fees

Claims New Coast Guard Figures Do Not Reflect Other Jobs Performed at Exam Centers

The SIU is questioning the way the U.S. Coast Guard recalculated its fee structure for merchant mariner's documents, licenses and certificates as listed in the *Federal Register* of October 31, 1996.

As a result of a lawsuit filed in April 1993 by the SIU, six other maritime unions and five individual mariners to block the Coast Guard from charging a user fee for those papers, the Department of Transportation agency was ordered by U.S. District Court Judge Louis Oberdorfer to take another look at how it computes its fees.

(The district court judge, however, ruled the agency did have the right to charge a user fee for the documents, licenses and certificates. The SIU appealed that decision, but the Appeals Court backed Judge Oberdorfer's ruling.)

When the agency announced its recalculated fees, it reduced the amount it planned to charge in six categories dealing with licenses and certificates. However, all charges related to merchant mariner's documents remained the same as when the original fees were put into place in April 1993. (The new figures do not take affect until the Coast Guard has reviewed the comments it received and publishes the amounts as a proposed rule in the *Federal Register*.)

Reviewed Agency Data

The SIU studied the Coast Guard's data used to compute the newly published fees before issuing its response on December 30, 1996. In its comments to the agency, the SIU challenged the method used by the Coast Guard for deriving the new figures as too perfect (because the time taken by each center was within minutes of each other) when compared with the original figures submitted by the federal agency in 1988 and 1989.

Taking the data provided by the Coast Guard from the original studies, the union demonstrated that processing a document in the Charleston, S.C. Regional Examination Center (REC) took nine times as long as processing the same document in the Houston REC.

However, the new Coast Guard figures revealed almost identical amounts of time spent in each REC to process the documents, licenses and certificates, which the union stated as being "too good to be true." In order to reach these figures, the union said it appears that the Coast Guard did not conduct any study of the time needed to process the papers but used a mathematical analysis based on the number of employees at each REC, their salaries and other factors.

Other Concerns

Another way the SIU said the figures are flawed is that the Coast Guard calculated that its REC employees worked full time on processing documents rather than spending any time answering telephone calls, dealing with people in the office or handling other unrelated matters.

The union challenged new overhead costs that did not appear in the original computation of the fees. It pointed out the Coast Guard did not consider the reduction in work it now faces because recent rulemakings allow training facilities like the Seafarers Harry Lundeberg School of Seamanship to provide self-certification pro-

grams, freeing agency officials from conducting tests.

Finally, the union demonstrated, again by using the information supplied by the Coast Guard at the court's request, that the costs applied to acquiring a merchant mariner's document are disproportionately higher than those applied to acquiring a license or certificate.

In its letter, the SIU asked the Coast Guard to respond to each of its concerns.

Awaiting Decision

In another matter related to the original April 1993 court case, Judge Oberdorfer still has not ruled whether the Coast Guard can resume charging applicants \$17 for an FBI background check for a document, license or certificate.

The SIU filed a memorandum with the judge in November 1996 opposing the Coast Guard's request to resume the fee. The union pointed out that such a check is not necessary because of the paperwork an applicant must fill out. Included on the applications are six questions dealing with substance-abuse addictions and convictions as well as traffic violations that must be answered truthfully or the applicant could

face federal prosecution.

In his original November 1994 ruling, Judge Oberdorfer claimed the background check did not provide any private benefit to mariners, and the federal agency should not include the charge in its fees for documents, licenses or certificates.

The Coast Guard had successfully challenged this portion of Judge Oberdorfer's ruling: the U.S. Appeals Court in its April

1996 decision ordered Judge Oberdorfer to investigate what portion—if any—of the \$17 fee should be applied to the overall costs to the mariners.

Fees Began in '93

The Coast Guard implemented its user fees on April 19, 1993. The fees range from \$35 for the issuance of an entry-level merchant mariner's document to \$250 to acquire an upper level license.

Gildersleeve's Golden Touch



Seafarers who have upgraded at the Paul Hall Center in the last eight years may recognize Steve Gildersleeve, pictured left in the center's fitness room. A member of the SIU-affiliated United Industrial Workers, Gildersleeve is a cafeteria worker at the school, known for his outgoing personality. He recently won two weightlifting gold medals at a Special Olympics meet in Maryland—his first lifting competition. Gildersleeve, who has Down's syndrome, has his sights set on the national Special Olympics this summer.

Dynachem Deck Department 'Goes Extra Mile'

"This is a hard-working ship with an outstanding crew. We all work together to make sure she stays in excellent condition both inside and out," Bosun Larry Kunc said of the *HMI Dynachem*, when the ship docked in Port Everglades, Fla. late last year.

The recertified bosun added that while he enjoys working and sailing with all his SIU brothers and sisters aboard the *Interocean*



GSU Marlon Manuelestide helps keep a clean kitchen aboard the *HMI Dynachem*.

Ugland Management (IUM) tanker, he is particularly proud of the deck department.

"This is one of the best deck gangs around. From cleaning the tanks to taking samples of the gasoline cargo to make sure it is not contaminated—these guys go the extra mile," said the Houston native, who joined the SIU in 1971.

The *HMI Dynachem*, formerly owned by OMI Corp. and known as the *OMI Dynachem*, was bought by Hvide Marine Inc. late last year and renamed. The *HMI Dynachem* and her sister ships (also former OMI vessels bought and renamed by Hvide Marine), the *HMI Petrochem* and *HMI Astrachem*, are operated by SIU-contracted IUM.

According to Kunc, when the name of the vessel changed to the *HMI Dynachem*, deck department members spent many hours repainting the new name throughout the ship. One such job required the former name on the bow of the ship to be painted over so that the name *HMI Dynachem* could be stenciled on.

"We also had to repaint the stack and put the new emblem on. It took some time and it was hard work but everyone did a superb

job," stated the bosun, who in 1987 graduated from the Lundeberg School's highest form of training for deck department members.

Members of the deck department whom Kunc cited as instrumental in converting the *OMI Dynachem* to the *HMI Dynachem* include ABs Joseph Sauzek, M. Russo, Terrence Boney, Robert Coleman, Paul Lucky and Donald Hudson.

The tanker transports petroleum products, mostly gasoline, between Texas City, Texas and Port Everglades, Fla.



Bosun Larry Kunc (left) steadies a pallet filled with paint and ship stores to be lifted aboard the *HMI Dynachem* in Port Everglades, Fla.



AB Paul Lucky (left) and AB Robert Coleman (right) help Bosun Larry Kunc lower a pallet loaded with paint intended for the new insignia on the ship's stack.



Deck department members repainted the tanker and stenciled the new name—*HMI Dynachem*—on the bow of the ship.



Chief Cook Ngoc Allen (left) and Chief Steward Charles Scott (right) prepare lunch for crewmembers aboard the tanker.

'Brotherhood of the Sea' Comes Through with Food, Clothing, Assistance

Great Lakes Seafarers Help Runaway-Flag Crew

Disease, contaminated water, rotten meats and overflowing sewage tanks were only a few of the atrocities illustrated for Great Lakes Towing Seafarers by the crew of a runaway-flag freighter detained in the port of Detroit late last year.

The *Blue Lagoon*, a Panamanian-flag, Greek-owned cargo ship with a crew of 24 multinational seamen, was towed by the SIU-crewed *Colorado* and *Pennsylvania* November 11 after the ship's engines failed in the Detroit River.

SIU hawspiper Joe Heaney was aboard the *Colorado* when it was ordered to pull the dead ship into port.

"Towing them in was a nightmare. Their engines wouldn't even turn over and they had no control whatsoever over the ship," recalled the engineer, who joined the SIU in 1989.

"It was obvious even from the deck of the *Colorado* that sanitary conditions aboard this foreign-flag ship just didn't exist. When we first came alongside the ship, we saw crewmembers retrieving water from the river to drink. The bilges were up over the deck plates. The ship was not fit for even a dog," stated the Michigan native.

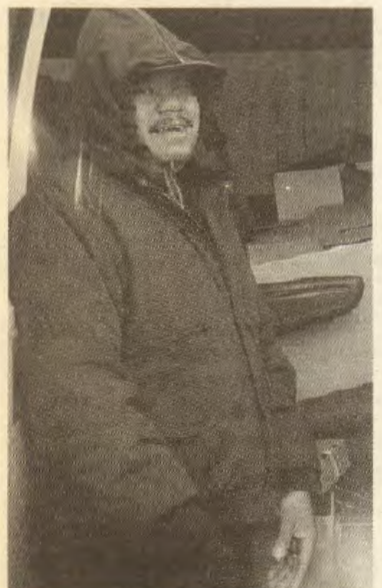
"Unfortunately, ships like the *Blue Lagoon* are not unusual. It is just another story of corporate greed. The fat cats hauling it in while the working man suffers," said Heaney.

Crew Reaches Out

The dilapidated condition of the *Blue Lagoon* drew immediate attention from the U.S. Coast Guard, which inspected the ship when it arrived in port. After listing numerous violations of safety and living conditions, the Coast Guard restricted the *Blue Lagoon* to the dock until it was made seaworthy by its owner, Blue Marine Shipping.

Several of the *Blue Lagoon* crewmembers got off the ship to inquire where they might find help and an American maritime union hall. They were directed to the Great Lakes Towing office on the docks, where they found SIU members who operate the company's towboats.

Deckhand **Mark Nicholson** was one of the crew's first contacts at the Great Lakes Towing office.



AB/Bosun Bart Romero unloads a van filled with fresh stores and bottled water for the hungry crew of the *Blue Lagoon*.

"They were very upset and angry as they tried desperately to explain what life aboard the *Blue Lagoon* had been like for them. Because they did not speak English, we really had a hard time understanding what they said. But it doesn't take much to recognize human suffering," Nicholson said.

"Several of them were crying as they told us of the illnesses many of them were suffering from because of the filthy conditions, lack of food and water," recalled Nicholson, who had been aboard the *Colorado* when the *Blue Lagoon* was towed in.

According to Nicholson, Heaney—who was also in the office when the *Blue Lagoon* crew arrived—led the way to getting help for the 24 men.

After patiently interpreting their story, Heaney called the Apostleship of the Sea in Detroit to get the mariners immediate medical attention, food and water.

Coincidentally, Sue Romero, the director of the Apostleship of the Sea, is married to SIU member **Bart Romero**. The AB/bosun is a native of the Philippines and was instrumental in helping the *Blue Lagoon* crewmembers communicate. The crewmembers were citizens of Syria, Egypt, Estonia, Philippines and several other countries.

The second call Heaney made was to the Algonac, Mich. SIU hall to ask if the union could assist the foreign crew.

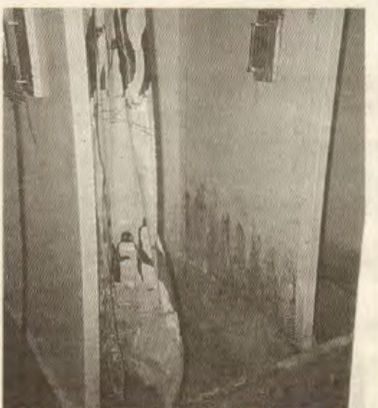
Unspeakable Horrors

"The crew looked like characters out of a film about the concentration camps of World War II," recalled Algonac Port Representative Don Thornton, who met with the *Blue Lagoon* crew that evening.

"The cook had a skin infection from drinking bad water, and after being looked at by a doctor, he was deemed not fit for duty. That he wasn't fit didn't really matter because there was no food to serve and the water was scummy right out of the tap and unsuitable for drinking or cooking," he continued.

"The ship had no heat and crewmembers had no clean linens or warm blankets, winter clothes, boots, hats or gloves in the middle of a Michigan winter. I had never before encountered people you could tell were hungry and deprived of all humane treatment just by looking at them," said the SIU representative.

Thornton also learned that the crew was owed four months in back pay. The only food on board



Blue Lagoon crewmembers were forced to bathe in filthy conditions with water that was so unsanitary it caused skin infections.



When the *Blue Lagoon* was arrested in the port of Detroit, corrosion and rust on the hull were evident.

consisted of rice and rotten meat stored in broken refrigerators. The crew had not had clean laundry or working toilets for more than 60 days.

The Coast Guard inspection further revealed that the *Blue Lagoon* was so heavily rusted that the fantail was nearly eaten through. The electrical wiring was insufficient and unsafe and most of the ship's emergency lights were inoperable. Inspectors also found an excessive amount of oil in the engine room bilge.

"For 31 days, these guys survived by drinking rainwater out of lifeboats. When I met them, they had resorted to retrieving water from the Detroit River. Their food supply was non-existent except for the rice which they ate with grape jelly in order to keep their energy levels up. No one would believe, nor would I repeat, some of the other things they ate just to stay alive. However, such details of life aboard this ship I will never forget," recalled Thornton.

Realizing that the seamen were on the brink of starvation, Thornton bought eight large pizzas and three gallons of soda. "I am not exaggerating, the pizza was gone in the time it took me to get from the gangway to the galley," he said.

The following day, Thornton returned to the vessel to bring the crewmembers winter clothes, hats, gloves and boots gathered from his home and provided by other Seafarers whom he called after his first meeting with the mariners.

In addition, AB/Bosun Romero helped deliver food, water, medical supplies and other needed items.

"I have a lot of friends who sail on the Lakes," noted Thornton, a former Great Lakes Towing deckhand. "So all I had to do was explain how bad things were for these guys. Everyone was quick to give me whatever they had. Seafarers really care about the lives of other seamen. Especially those like this crew—who are abused and exploited by corrupt runaway-flag companies."

Although grateful for the help, the foreign mariners told Thornton they feared retribution by the company, now that their problems aboard the *Blue Lagoon* had been reported.

They explained that before signing onto the *Blue Lagoon* in August, they were asked by the

shipping agent to sign a blank piece of paper. After everyone had signed, crewmembers were informed that the blank sheet of paper was their "contract" in effect while they sailed aboard the freighter.

The shipping agent allegedly warned the crew that if any of them caused trouble aboard the *Blue Lagoon*, the sheet of paper would be filled out and act as a confession by the crewmember for committing a serious crime, such as stealing from the ship's safe. The ship agent reportedly told the crew that they would be sent home to face severe punishment in their respective native countries.

Justice is Served

Under Panamanian law, seafarers are entitled to leave their jobs and be paid for the remainder of their contract if the employer is not paying them full wages and if the working conditions are unsafe. Additionally, under U.S. law, seamen may leave the ship if they have a credible fear for their own safety.

When the Coast Guard confirmed that the *Blue Lagoon* was neither safe nor habitable, the crewmembers abandoned the vessel.

On November 20, U.S. marshals arrested the *Blue Lagoon*, and the 24 crewmembers filed a lawsuit against the vessel's owner, Blue Marine Shipping.

The detainment of the 360-foot freighter in Detroit and the departure of its crewmembers presumably got the shipowner's attention, because the necessary repairs were made pursuant to the

Coast Guard's direction.

"After the ship was arrested, conditions onboard the *Blue Lagoon* improved rapidly," recalled Thornton. "The crew was served three good meals a day and as much bottled water as they wanted. The heat and the refrigerators were repaired and the steward was replaced with a steward who was physically fit."

In documents submitted on behalf of the crew by their lawyers, the plight of the foreign seamen was summarized.

"With torture and cruelty the likes of which have not been seen since the days of the slave trade plying the high seas, the owners of the *Blue Lagoon* treated the seamen with horrible disdain and other various and sundry acts of atrocity and cruelty," stated the lawsuit filed in the U.S. District Court of Michigan.

Blue Marine Shipping was ordered to pay \$250,000 in back and penalty wages plus interest. The ship owner also repatriated the men back to their home countries.

According to Thornton, lawyers for the case went to the dock and watched the captain pay each of the seamen their wages in cash. After the men received their wages and repatriation arrangements were confirmed for each crewmember, the arrest warrant was lifted.

"Everyone who became involved in this sad situation went an extra mile to bring these men some comfort. In short, I have learned a great deal about humanity and good will," concluded Thornton.



The *Blue Lagoon*'s refrigerators were inoperable and bare except for moldy vegetables and rotten meat. The 24 seamen subsisted on rice and grape jelly for more than a month.

Seafarers Worldwide Make Most of Christmas at Sea

Galley Gangs Prepare Outstanding Feasts to Cheer Crews During Holidays

Holidays are happy occasions often marked by family traditions, generosity, spending time with loved ones and taking part in festive celebrations that usually feature food.

For SIU members at sea during the holidays, however, work means missing the holiday comforts of home.

But that did not stop a number of SIU galley gangs from making an extra effort recently to provide special holiday spirit for their fellow crewmembers at sea.

Grateful Seafarers from four ships recently contacted the *Seafarers LOG* to describe the exertion put forth throughout the holiday season by the steward department members on their vessels.

Aboard the LNG Taurus

Captain Ed Carr of the LNG Taurus sent the *LOG* a letter of praise for the galley gang aboard the Energy Transportation Corporation (ETC) tanker, along with several photos.

"What a fantastic job this steward department did on Christmas dinner. They even went ashore and bought small gifts for each crewmember and put stockings in the passageways. ETC and SIU can be proud to have such people on their team!" Carr wrote.

LNG Taurus steward department members included Chief Steward Francis Ostendarp, Chief Cook Cindy Winter and SAs Henry Hayes, Bill Smalley and Chris Guglielmi.



AB Jesse Natividad (left) and AB Ken Steiner help themselves to the salad and dessert bar aboard the LNG Taurus.

It was a warm and sunny Christmas for Seafarers aboard the Maersk Lines ship *Cpl. Louis J. Hauge*, stationed in Diego Garcia.

Aboard the Cpl. Louis J. Hauge

Bosun George Jordanides sent photos to the *LOG* and in a letter expressed the pride of the Hauge's crew for the wonderful holiday fare prepared by galley gang members.

"The steward department put out outstanding holiday meals and took extra special care of us all. On behalf of the crew I thank the galley gang for the continued extra effort in preparing wonderful meals on a daily basis," wrote Jordanides.

Chief Steward William Bunch, Chief Cook Michael Watts, Cook/Baker Steve Osovitz, Third Cook M. Abou-Abdou and Utilities Richard Toth, Nicholas Lopez and Saleh Hamied make up the steward department aboard the Hauge.

Aboard the Humacao

Galley gang members went all out aboard NPR, Inc.'s *Humacao* and prepared everything from mushrooms stuffed with crab meat to broiled twin South African lobster tails.

Chief Steward Edward Dunn, Chief Cook Mike Hammock, SA Americo Garoyue and SA Catalino Diaz served a five-course Christmas luncheon featuring shrimp cocktail, pigs in a blanket, stuffed mushroom caps, deviled eggs, pepperoni, cheese and crackers, sausage and mozzarella platter. A large mixed salad was prepared and accompanied by a celery and



Chief Cook Lito Acosta prepares fried jumbo shrimp for *Sea-Land Spirit* crewmembers.

olive tray.

For the main course the galley gang members served roasted Vermont turkey with sage dressing and giblet gravy, prime rib (cooked to order) and baked Virginia ham with black cherry sauce. Seven different side dishes were also available to crewmembers.

Finally, the steward department had a special dessert table featuring fresh-baked Christmas fruit cake as well as apple, mince and pumpkin pies.

Crewmembers returned hours later to the dining area for another outstanding feast. Christmas dinner began with Caesar salad, jumbo shrimp cocktail and cream of chicken soup. For entrees, crewmembers were served their choice of filet mignon wrapped in bacon with bernaise sauce or two lobster tails with drawn butter. For dessert, the *Humacao* crew was tempted with "Chef Michael's Homemade Ice Cream Cake."

Aboard the Sea-Land Spirit

Chief Steward Ed Ombac, Chief Cook Lito Acosta and Utility Donald Irvine prepared an extensive spread featuring many different types of appetizers, main courses and freshly baked desserts.

In a letter to the *LOG*, crewmembers thanked the galley gang members for the outstanding Christmas and New Year's menus. "Thank you all for a fine job done on excellent food preparation and presentation of our Christmas and New Year's menu," the *Sea-Land Spirit* crew wrote.



Steward department members aboard the LNG Taurus put forth special efforts to ensure Christmas Day was a happy time for every crewmember. They are (back row, from left) SA Henry Hayes, SA Bill Smalley, (front, from left) SA Chris Guglielmi, Chief Cook Cindy Winter and Chief Steward Francis Ostendarp.



Aboard the *Cpl. Louis J. Hauge*, Chief Cook Michael Watts was hard at work all Christmas preparing special lunch and dinner entrees.



Enjoying Christmas dinner in Diego Garcia aboard the *Cpl. Louis J. Hauge* (from left, clockwise) are AB Jose Berrios, AB Steve Blanchard, AB Mike McBride and AB Nate Leary.



Chief Steward Ed Ombac puts yet another item out on the Christmas appetizer bar aboard the *Sea-Land Spirit*.



Chief Cook Mike Hammock (left), SA Americo Garoyue and Chief Steward Edward Dunn (right) arranged a Christmas feast with more than 20 items for crewmembers aboard the *Humacao*.

Labor News

Striker-Produced Paper Soars As Detroit Dispute Continues

While 2,600 workers of the *Detroit Free Press* and the *Detroit News* remain on strike, a new newspaper has taken the place of the once-preferred periodicals in homes throughout Michigan—the *Detroit Sunday Journal*.

The *Journal* was created by the striking workers and is now the largest circulation weekly newspaper in the state.

With financial support from the AFL-CIO and affiliated unions, strikers created the paper in late 1995. The *Journal* currently has \$2.5 million in advertising and subscription revenues and has been financially independent since last spring.

Robert Musial, feature editor for the *Journal* and a striking writer, notes the success of the paper has surprised many people. "They said we couldn't get the paper started. They said we wouldn't last. Well it's a year later, and we're still here," stated Musial.

The *Journal* has some of the top journalists in the U.S. writing, editing and producing the weekly volumes. Additionally, the paper has beaten the scab produced *News* and *Free Press* to print on several major stories, including indictments of organized crime figures and the local professional football team's decision to remain in Detroit.

Recently the striking newspaper workers stepped up their campaign against Gannett Corp. and Knight-Ridder, the union-busting owners of the two Detroit papers. Called "Shut Down Motown '97", strikers and community supporters began the New Year by taking to the city's streets and airport.

First, hundreds of people created a street blockade in front of the Detroit newspapers' printing plant. While the protest caused the arrests of 33 people for civil disobedience, it successfully delayed scab drivers from entering or departing the plant gates. Four days later, strikers leafleted passengers at the Detroit Metro airport. Additionally, 30 strikers protested in front of an airport Budget car rental office over the company's continued advertising in the scab newspapers. The local Budget manager informed the strikers that the office had stopped all business with the two papers, however, the company's national headquarters had not.

Fund-raising events, rallies and marches continue to be conducted by supporters throughout the labor movement. The AFL-CIO has pledged its backing to the striking workers until the dispute is resolved.

The employees of the *News* and *Free Press* have been on strike since July 13, 1995, after negotiations failed to produce a new contract. The workers, who struck only after management refused to bargain in good faith over its demands for job, wage and benefit cuts, come from six unions represented by the Metropolitan Council of Newspaper Unions. They include drivers, circulation employees, reporters, photographers, mailers, copy editors, artists, graphic workers, press operators, printers and engravers.

Newsletter Stresses Importance Of 'Buying American'

Buying American-made products is not just economically smart, it is a matter of working-class survival.

That is the key message delivered by the non-profit Buy America Foundation in its free, quarterly newsletter and on its internet site.

Based in Abington, Pa. and chaired by retired auto company executive Bill Lynott, the foundation has published its newsletter since 1991. It recently added a web site to utilize the ever-expanding global network of computers.

Many of the products promoted by the organization are union-made.

"It is critically important for Americans to understand that the United States is actively engaged in a titanic struggle, a contest that will eventually determine whether or not our country will survive in the form that we know it today," the foundation says on its web site. Describing America as being engaged in "an economic war," the group explains the grave dangers of allowing the nation's industrial base to continue eroding. It points out the harmful effects of so-called free trade laws embraced by some government officials and describes the U.S. as "fast becoming a nation of consumers, instead of a nation of producers. . . America is giving away its jobs."

Although the organization's message is alarming, the foundation firmly declares that its aim is not to appeal to people's patriotism, but rather to their survival instincts. It chides both the "person who insists that it's unpatriotic to buy imported goods, no matter what" along with "the chap who says, 'Nobody can tell me how to spend my money. . . I couldn't care less where [an item] comes from.' Both of those viewpoints are rooted in ignorance of the subject."

Indeed, the group's "statement of purpose," as published in each issue of the newsletter, hardly seems extremist: "To educate and inform the American public of the harmful impact on our economy, our citizens, our workers and our society in general by the purchase of foreign-made products in those cases where American-made products of equal or better value are readily available. To seek out and identify American-made products of equal or better quality and value than foreign-made products with which they are in direct competition; to publicize those products, and to encourage their purchase."

To this end, the Buy America Foundation spells out the long-term effects of buying foreign goods. Those include the loss of U.S. jobs, a lower standard of living for workers and a gradual transfer of wealth from this country to our trading partners.

The publication features feedback from readers, trade data from the U.S. government, news items, book reviews, a "hall of fame" spotlighting various U.S.-made products, and more. The internet site (<http://www.libertynet.org/~buyam>) shows the latest issues of the newsletter and related features.

Anyone who wants a free subscription to the print edition may contact the Buy America Foundation, P.O. Box 82, Abington, PA 19001, telephone (215) 886-3646, fax (215) 886-6601.

Tanker Saves Stranded Fishermen

Rescued Pair Benefits from Alert Crew, Mild Weather

Thanks to quick, effective action by the SIU-crewed *Overseas Ohio*, two Oregon men made it home for Christmas after spending five days in a life raft drifting off the West Coast.

En route from Valdez, Alaska to Long Beach, Calif., the crew of the *Overseas Ohio* rescued the men December 19, approximately 50 miles southwest of Crescent City, Calif. The stranded pair had been adrift since their 54-foot fishing vessel quickly sank after its dragging net became snagged on or near the ocean floor.

AB Lonnie Evans and Second Mate Paul Arsenault spotted an SOS that the fisherman signaled using a flashlight. With a searchlight, the *Overseas Ohio* acknowledged the signal, then promptly executed the rescue around 7:30 p.m.

A third fisherman never made it aboard the raft and did not survive. He reportedly had attempted to don a survival suit even as the other two people urged him to flee with them aboard the raft, because of how quickly the boat was sinking.

For their efforts, the *Overseas Ohio* crew received a certificate of merit from the U.S. Coast Guard noting their "unselfish actions and dedication" that are "in keeping with the maritime tradition of providing assistance to those in distress, distinguishing them as true humanitarian heroes."

But Bosun Clifford Perriera said the crew simply "acted natural, one human being to another. We did what anybody in that situation would do. It was no big deal."

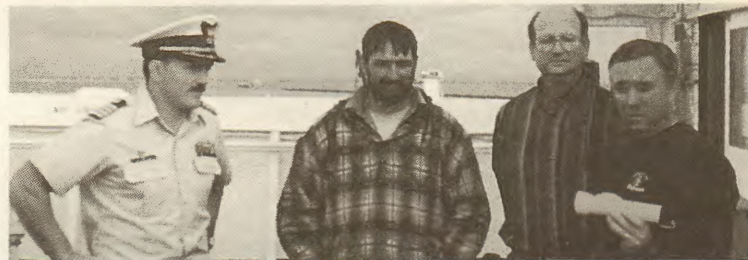
The survivors, Fred Fisher and John Burgess (both from the Portland area), doubtless would disagree with Perriera's modest assessment. When they climbed the pilot ladder aboard the SIU-crewed tanker, "they were two of the happiest guys I've ever seen," AB Evans wrote in a letter to the *Seafarers LOG*.

"The flashlight saved them, and they were very lucky the seas weren't bad," added Perriera. "They were in pretty good shape for having been in a life raft all that time. They had provisions that were already in the raft."

Fisher and Burgess are experienced fishermen, but their pro-



SA Thomas Curley (left) and Steward/Baker Earl Gray happily react to the rescue of two men by the *Overseas Ohio*.



Captain Bill Gillespie of the *Overseas Ohio* (far right) examines the flashlight used by the fishermen to send an SOS. Also pictured on the deck of the SIU-crewed tanker are (from left) Coast Guard Captain Ed Page (who presented a certificate of merit to the captain and crew); survivor Fred Fisher and Second Mate Paul Arsenault.

ficiency did not help them avoid the sudden accident.

Unexpected Trouble

"They told us their vessel, the *Pescador*, was dragging a trawling net, like they've done a thousand times before," wrote Evans. "Suddenly, it caught on the bottom, and the vessel lurched violently upon its side."

Fisher, the captain, gave an abandon-ship order and launched the life raft, Evans noted. While he and Burgess climbed into the raft, the other crewmember, 20-year-old Jason Cox, tried to put on a survival suit, Fisher told Evans.

"Fred said the boat sank in about 40 seconds," said Evans. "They saw the third man of their crew standing on the stern (partially) in his survival suit when the vessel went under. That was the last they saw of their friend."

Burgess and Fisher determined they would greatly enhance their chances of being rescued by nearing the shipping lanes. They laboriously paddled in that direction, but were disheartened when a ship and an airplane passed nearby without seeing them.

Eventually, they spotted the *Overseas Ohio*'s masthead light on the horizon and sent their SOS.

Bill Gillespie, captain of the tanker, "did not hesitate," reported Evans. "He immediately called for maneuvering speed and prepared to launch a rescue operation. He then flawlessly maneuvered the 861-foot *Overseas Ohio* within paddling distance of the life raft."

"Everyone stayed very calm and did their jobs," recalled Bosun Perriera.

Brotherhood of the Sea

For Evans, the final moments of the rescue evoked strong emotions.

"As the crew of the life raft paddled slowly and with heartfelt labor, we all reflected on how close this situation hits home with all of us," the AB wrote. "No matter if you're a captain, a fisherman or an able-bodied seaman, we are all brothers and sisters of the sea. And when we pull together to come to the aid of our fellow seamen in trouble, it fills me with pride and confidence in knowing that if I'm ever in that life raft—which we all take for granted as (merely) a piece of safety equipment—I may be as lucky as these guys were."

Once aboard the tanker,

Fisher and Burgess—mildly dehydrated and suffering from saltwater exposure, but overall in fairly good health—enthusiastically expressed their gratitude to the entire crew.

Meanwhile, the galley gang prepared a nourishing meal for the fishermen, while other crewmembers provided clean, dry clothes.

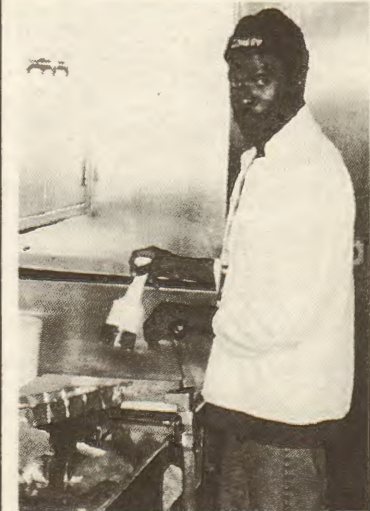
After the survivors were well-rested and fed, they volunteered to participate in, of all things, a lifeboat drill. "We took advantage of the opportunity," explained Evans. "We all went out to the raft on deck and discussed the advantages and weaknesses of the life raft." Burgess and Fisher also recounted their experience aboard the survival craft, in hopes of providing potentially useful information to the crewmembers.

A few days later, the fishermen's family members gleefully greeted them when the *Overseas Ohio* arrived in port in Long Beach.

"Fred and John thanked us for an exceptional job well-done and assured us that Christmas would be extra special this year," Evans concluded. "We were happy to be there for them."

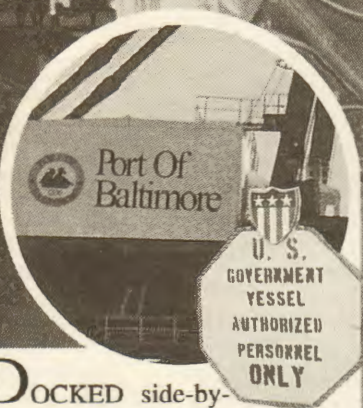
Before they departed, Perriera asked if they would continue fishing. "They said they would go back because it's the only [job] they know how to do," the bosun recalled.

Seafarers aboard the *Overseas Ohio* during the rescue were Perriera, Evans, ABs Eddie Ponteras, George Relajo, Kevin Kellum and Christopher Kicey, QMED/Pumpman David Bautista, Pumpman Thomas Woerner, QMEDs Robert Dehlbom, Steven Rollins and Richard Williams, DEU Qasem Saeed, Steward/Baker Earl Gray, Chief Cook C. Griffin and SA Thomas Curley.



Helping prepare a meal for the unexpected guests is Chief Cook C. Griffin.

Crews Keep Baltimore-Based MSC Ships Ready to Support U.S. Navy, Marine Corps



DOCKED side-by-side in Baltimore, the SIU-crewed *Cape Johnson* and *Wright* are at once similar yet divergent.

Both ships are about 30 years old and are operated by Amsea to form part of the United States Military Sealift Command's (MSC) Ready Reserve Force. Both feature helicopter-landing pads and have similar maintenance schedules.

Currently carrying skeleton crews because of their reduced operating status (ROS), the vessels also have five-day activation periods—meaning they must be fully crewed and ready to sail within five days of being called on by MSC.

While the ships are tied together, the ROS crews even dine with one another in order to conserve resources.

But when the ships are activated, their missions are quite different.

The *Wright* is known as a U.S. Marine Corps aviation logistics support ship. It carries as many as 320 Marines and 150 individual repair shops built into containers.

Those shops are used to repair every type of aircraft utilized by the Marines.

The *Cape Johnson*, meanwhile, is an underway replenishment (unrep) ship—one that supports the U.S. Navy.

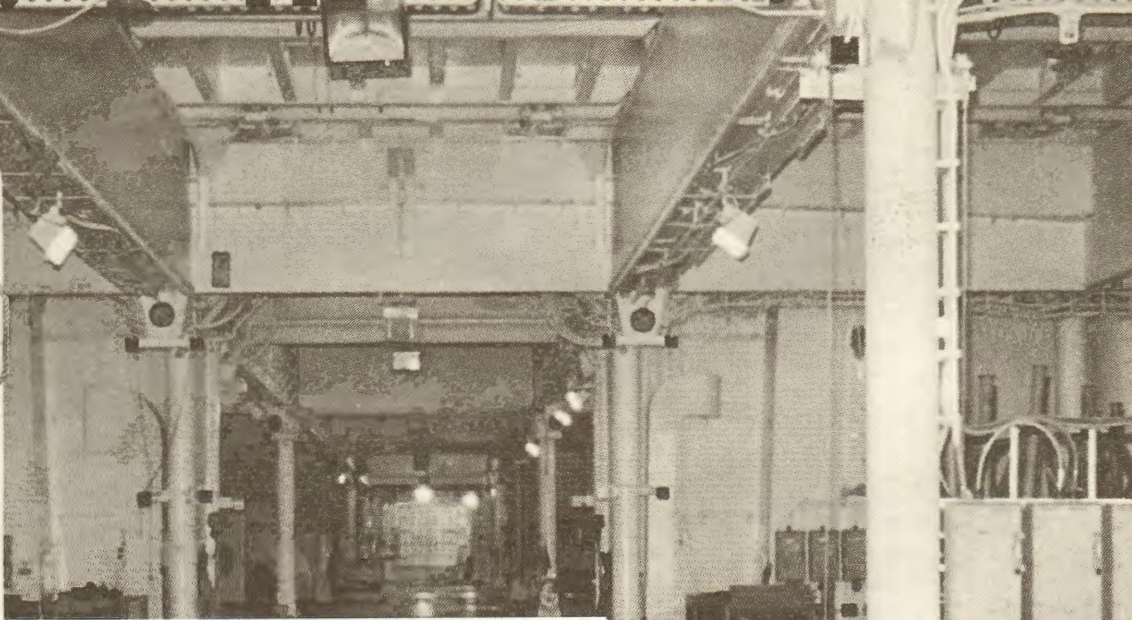
Bosun **John Toomey** notes that the *Cape Johnson* "handles mainly ammo, but also cargo and stores. We can pull right alongside a Navy ship at sea and make the transfer," including the shift of Navy crews.

He describes the *Cape Johnson* as "a real tribute to U.S. shipbuilding. The ship is 30 years old, but it has real rugged construction."

Similar Work

Much of the work performed by the ROS crews aboard both ships essentially is the same.

"We keep these ships up and running. All you have to do is add people and go," explains Toomey, a seven-year Seafarer who has upgraded at the Paul Hall Center.



Aboard the *Wright*, Re-certified Bosun **Michael Proveaux** describes ROS work as "general maintenance. We check lines, splice, run winches and the anchor windlass, chip and paint, make sure stores are ordered . . . You just make sure everything is running right."

Proveaux, who joined the SIU 20 years ago, adds that sailing aboard a military-contracted ship leads to crewmembers "being more tuned in to what's happening around the world, because we could be going there. Plus, being [docked], we have easy access to the news."

Electrician **William MacCulloch** observes that maintaining the *Wright* keeps him extremely busy. "It's almost a full-time job just keeping the ship 'lamped up,'" he says. "I work on motors and anything else electrical—control circuits, refrigeration equipment, air-conditioning equipment. The work always is very varied."

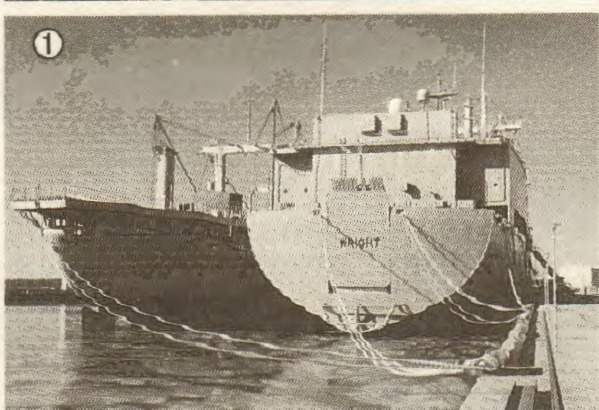
Each vessel participates in biennial exercises at sea with the military.

QMED **Charles Wharten** has taken part in such drills aboard the *Wright*. He describes them as fast-paced and finely detailed.

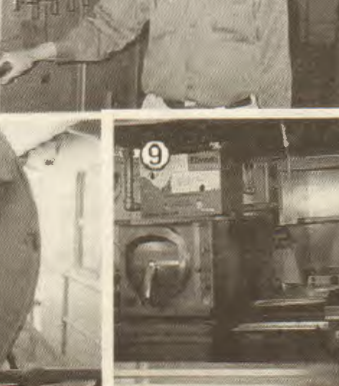
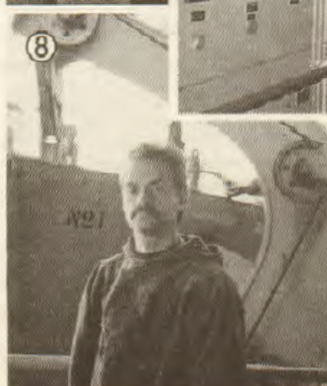
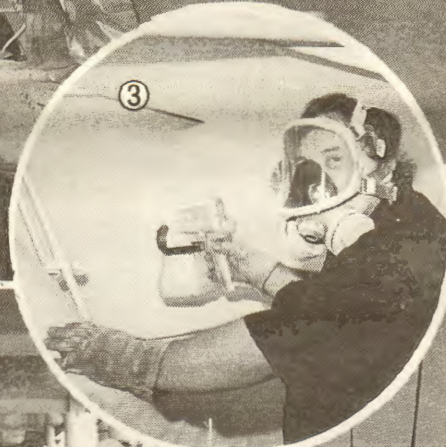
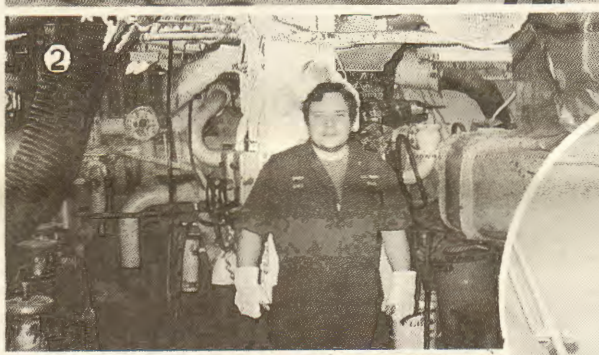
"Besides our regular work during those drills, we provide whatever support we can to the Marines," he notes.

Wright Captain **Richard Malloy** states that he has witnessed a consistently good working relationship between the Marines and the civilian mariners—which is fortunate, considering the *Wright's* importance to large-scale Marine flight operations. "Basically, if the Marines go overseas in force, they can't go without us," says Malloy.

Along those lines, Electrician **John Fichter** knows that the *Cape Johnson* represents a valuable asset to the Navy. "It's vital that we keep this ship ready to go within the activation period," he says. "When we're needed, we'll be there."



ABOVE: The cavernous interior of the *Wright* can hold as many as 150 individual aviation repair shops built into containers.
 ① Docked alongside each other in Baltimore, the SIU-crewed *Wright* and *Cape Johnson* are part of the Military Sealift Command's Ready Reserve Force.
 ② QMED **Charles Wharten** reports to the *Wright's* engine room. . .
 ③ . . . and gives the RRF vessel a fresh coat of paint.
 ④ Bosun **John Toomey** keeps an eye on the *Cape Johnson*.



⑤ In ROS status, "You make sure everything is running right," says Bosun **Michael Proveaux** aboard the *Wright*.
 ⑥ Checking gauges aboard the *Cape Johnson* is Electrician **John Fichter**.
 ⑦ Electrician **William MacCulloch** says his work aboard the *Wright* "is always varied."
 ⑧ DEU **Bobby Bess** tackles the next assignment on the *Cape Johnson*.
 ⑨ Keeping fellow crewmembers well fed is Chief Steward **Ron Lupinacci**.
 ⑩ Chief Cook **Rachel Cutler** concentrates on serving lunch.

Bent Reports on Latest Trip

A broom was at the yardarm of the SIU-crewed *USNS Silas Bent* last December 20 as the oceanographic survey ship returned to her operating base of Sasebo, Japan. It was a signal that the crew had completed all its objectives in an important survey in the Sea of Japan despite a timeframe shortened by bad weather and the late arrival of specialized equipment.

In a dispatch from the ship's crew, it was noted that the survey, the third one during late 1996, was initially designed to be accomplished in 22 days, but a four-day delay in the arrival of supplies and an additional two days lost to inclement weather made it necessary to compress the operation into 16 days with no decrease in required actions.

Originally scheduled to sail from Sasebo on November 29, the vessel was delayed until December 3 awaiting critical survey instrumentation belonging to the oceanographic detachment onboard. Almost immediately upon clearing its berth late on

the evening of December 3, the ship received a weather diversion recommendation from the Navy's Optimum Track Ship Routing (OTSR) Division in Guam which called for 16-foot seas and 50-knot winds in the eastern Sea of Japan. The advisory recommended that the *Silas Bent* seek what shelter was available on the lee side of Ullung Do Island, off the coast of South Korea. The ship did so, but the small island offered limited protection from the heavy seas. The ship rolled 30 to 40 degrees throughout December 5 and 6 and was not able to resume her transit to the first survey point until early December 7. This brief encounter with heavy weather provided a graphic "welcome aboard" for some of the new operations members, and several were seen "feeding the fish."

This particular survey required the deployment of eight large "EARS" arrays and the recovery and redeployment of four smaller ones as well.

("EARS" is an acronym for the "Environmental Acoustic Recording System" which uses a series of buoys tethered several hundred meters above the sea floor to periodically record ambient noise. The data is recorded onto computer disk drives in the buoys which must be recovered later for the data to be read.) The arrays were planted over a wide area of the Sea of Japan. The crew would deploy an array at one location and begin assembly of the next one as the ship ran at full speed to the next location, sometimes as far as 200 miles away. The deck crew quickly learned how low the wind chill factor can be in brisk winds at northern latitudes!

Although this survey was an all-hands effort, as are all surveys of this nature, the deck department aboard the *Silas Bent* played a key role in the topside operations. Chief Mate Gerry Hood spearheaded the effort with help on the bridge and on deck from Second Mate Eric Rounds and Third Mate Alex Hightower.

Doing the "down and dirty work" of array assembly, deployment and recovery were Lead AB Rob Martz, ABs "Crab" Orr, Felix Suralta, King Scott, Mike Ahearn and Johnathan Wagner and OSs Leo Sullivan, Glen Liddle and Steve Roell.

In his report on the operation, Senior Naval Oceanographic Office Representative Rob Lorens characterized the work done by the *Silas Bent's* crew as follows: "The ship's crew was

very supportive and helpful . . . we couldn't have asked for a more cooperative and helpful group."

The *Silas Bent* is operated by Dyn Marine Services of Reston, Va. in support of objectives of the Naval Oceanographic Office at the Stennis Space Center in Mississippi. The ship is a unit of the Navy's Military Sealift Command and has been in the Western Pacific since December 1995.

First Log Entry for the Silas Bent

Ships traditionally write their first deck log of the new year in verse. Here is the entry from the *USNS Silas Bent*, written by Second Mate Eric Rounds.

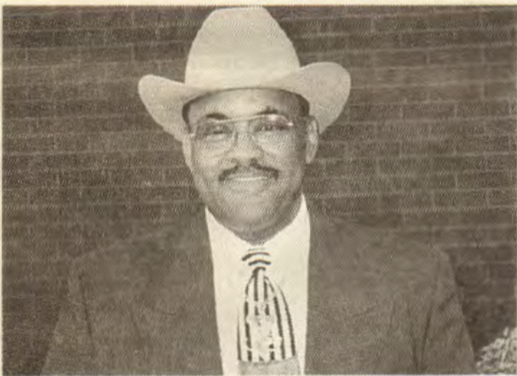
*Secure to the pier on her starboard side, mooring lines all set,
Akasaki #3 in Sasebo welcomes the Silas Bent.
Four lines forward, two lines aft, don't want to be a bore,
Two bow and two spring, one stern and a spring, don't need any more.
The water comes from a foreign place, like the phone, both from ashore,
And down below in the engine space, both main engines snore.
The gangway's rigged on starboard side, lighted and quite secure,
While the net below waits strong and wide should footsteps fall unsure.
Second Mate Rounds has the watch and frequently walks the deck,
All's secure, lines are tight or the captain's a nervous wreck.
At the gangway OS Roell stands with wary and watchful eye,
So intruders, polluters and whiskey shooters can't go sneaking by.
The ship's resting easy at berth as fog begins to clear,
From her crew: Bless you all and a Happy New Year.*

LOG-A-RHYTHM

To Joe

by Robert L. Scott Sr.

Recertified Steward Robert L. Scott Sr. penned the following poem in memory of SIU Executive Vice President Joseph Sacco, who passed away October 19. Brother Scott sails from the port of Mobile, Ala.



Robert L. Scott, who wrote the poem in memory of Joseph Sacco, recently completed the Tanker Assistant DL course at Piney Point.

*I want you to know, what you said to me, what you were, I shall never forget you.
You taught me how to forgive, how to stand tall and that I should always love SIU.
You were there for all of us. You made us proud to be a union man or woman.
I remember the days in New York, New Orleans and Mobile.
You always stood tall. Your feet, no matter where you went, would always stay on the ground for all of us.
From the White House to California to anywhere, you were always the same.*

JOE, I JUST LOOKED AROUND AND YOU WAS GONE.

*If you see Paul, Martin or Bobby or John or X, let them know we shall carry on.
Your family is staying strong—Mike is fine and the family.
It's time for me to go.
My final word to you today is something that I believe in very truly.
I shall always be the best that I can be.
In saying this to you, my friend, I only wish I had two lives—I would give for my family, my union and this great country, the USA.
I would like to say goodnight to you, our big brother.
I'll write again soon.*

JOE, I JUST LOOKED AROUND AND YOU WAS GONE.

Love is in need of love today.

Positive Attitudes Surge Aboard SL Atlantic

Morale is good aboard the *Sea-Land Atlantic*, according to SIU Representative Ambrose Cucinotta, who found crewmembers hard at work when the containership docked in Port Everglades, Fla. recently.

Seafarers naturally were happy to discuss what the passage of the Maritime Security Act would mean to them and all U.S. merchant mariners.

"Crewmembers aboard the *Sea-Land Atlantic* are excited about the future of the maritime

industry. I answered a lot of questions about legislation passed during this session of Congress that will help ensure the American flag continues flying high on the seas of the world. This crew has a very positive, broad outlook on their future," he stated.

Cucinotta also answered questions posed to him on everything from benefits coverage to how a Lundeberg School education can improve job security for all members.



ABOVE Recertified Steward Stephanie Torres (left) and Chief Cook Angel Correa prepare the galley for lunch.



RIGHT Painting and restoring hatchway dogs is AB Frank Thompson.



AB Oscar Osmund secures the locking pin on the gangway.



QMED Reid Langford plugs in cables for refrigeration units.



HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099,
- Itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payment records for items such as a home mortgage or home equity loan.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1996 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, \$1.39 becomes \$1 and \$2.50 becomes \$3.

Fast Refund:

In 1995, taxpayers were able to request direct deposit of their tax refunds by completing Form 8888. For 1996, this form is no longer required. Taxpayers must fill out lines 60b, 60c and 60d on their Form 1040. Line 60b is for the bank's routing number. Line 60c indicates the type of account, and line 60d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.



WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption—for the individual, his or her spouse and dependents has increased to \$2,550 per person. In 1996, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

Standard Deduction Has Increased: The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box below to the right). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 1996, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company.

Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses—either listing a standard mileage rate or determining actual cost. On the tax return due April 15 of this year, the IRS is accepting a standard mileage rate of 31.5 cents per mile. Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of \$36 per day in the continental U.S. and \$40 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally \$32. In some locations it is \$40, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be

deducted if directly related to one's work and if they have not been reimbursed from any other source.

Limit on Itemized Deductions: In 1996, itemized deductions may be limited for individuals earning more than \$117,950 of federal adjusted gross income (or \$59,875 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. Effective for tax year 1996, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than \$9,500 and no qualifying children - \$323 maximum credit; taxpayers with income less than \$25,078 and with 1 qualifying child - \$2,152 maximum credit; taxpayers with income less than \$28,495 and with 2 or more qualifying children - \$3,556 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a social security number (SSN) unless the dependent was born on or before November 30, 1996. Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office. It usually takes about two weeks to receive an SSN.

TAX TIPS FOR SEAMEN



WHERE TO GET INFORMATION

General Information:

1-800-829-1040 can be called for general information. IRS staff answer questions from 7:30 a.m. to 5:30 p.m. Monday through Friday (local time).

Publications:

1-800-829-3676 operators will take orders for publications. "#17 Your Federal Income Tax" and "#552 Record Keeping for Individuals" are two publications that many people find especially useful.

Walk-In Help:

IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. To find the location of an IRS office, look in the phone book under "United States Government, Internal Revenue Service."

Telephone Help:

The IRS is prepared to answer questions by phone. Through the agency's taxpayer information service, publications covering all aspects of tax-filing can be ordered.

The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the letter "R" or number "7" will repeat the topic and the letter "C" or number "2" will cancel the message. To listen to a directory of topics after the introductory message finishes, dial 123.

This telephone service is available from 7:00 a.m. until 11:30 p.m. (local time).

Send IRS Written Questions:

Written questions regarding the tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a social security number with the letter.



WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any work-sheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

Change of Address: If an individual has changed his or

her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

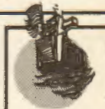
Death of a Taxpayer: If a taxpayer died before filing a required return for 1996, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.



STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is \$2,550.)

Filing Status	Standard Deduction
Single	\$4,000
Married filing joint return or	
Qualifying widow(er) with dependent children	\$6,700
Married filing separate return	\$3,350
Head of household	\$5,900



OVERSEAS AT TAX TIME

Should a seaman find himself or herself overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in Bonn, Germany; Caracas, Venezuela; London, England; Mexico City, Mexico; Nassau, Bahamas; Ottawa, Canada; Paris, France; Riyadh, Saudi Arabia; Rome, Italy; Sao Paulo, Brazil; Sydney, Australia; and Tokyo, Japan.

Presented on these two pages of the Seafarers LOG are handy tax tips that have been prepared especially for mariners. Included are updated telephone numbers and new deduction amounts for 1996 as well as a form for filing extensions and where to get additional information.



WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported.

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) of real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.



WHY SEAFARERS MUST PAY STATE INCOME TAX

The law prohibits employers from withholding state and local taxes from the wages of seamen working aboard U.S.-flag ships.

Specifically, the law [46 USCA 11108(11)] provides that "no part of the wages due or accruing to a master, officer or any other seaman who is a member of the crew on a vessel engaged in the foreign, coastwise, intercoastal, interstate or non-contiguous trade shall be withheld pursuant to the provisions of the tax laws of any state, territory, possession or commonwealth, or a subdivision of any of them, but nothing in this section shall prohibit any such withholding of the wages of any seaman who is employed in the coastwise trade between ports in the same

state if such withholding is pursuant to a voluntary agreement between such seaman and his employer."

The law, however, does not exempt seamen from paying state and local taxes. A seaman, just like any other citizen of any given state, must meet his or her obligations to the government of the area in which he or she lives.

Each state has a set of criteria to determine whether an individual is a resident of that state. A seaman should check with a state tax office if he or she is unsure as to his residency status.

For example, in California during the early 1970s, a case before the California State Board of Equalization stated that a mer-

chant seaman—despite the fact that he was on a ship for 210 days of the year—was a resident of the state for tax purposes. The board took into consideration the fact that the seaman owned a home in California and maintained a bank account in a California-based bank.

Additionally, each state has established conditions under which non-residents of that state must pay a portion of state tax if such an individual earned income from a source based in that state.

Many states allow a credit in the amount an individual must pay the state if that person has already paid taxes in another state.

If any questions arise regarding residency and state tax issues, seamen should telephone the office in the state in which they reside (see chart below).



WHERE TO GET ADDITIONAL STATE TAX INFORMATION

STATE	LOCAL/TOLL-FREE #
Alabama	(334) 242-2677
Alaska	(907) 465-2320
Arizona	(602) 255-3381
	Phoenix (520) 628-6421
	Tucson (800) 352-4090
Arkansas	(501) 682-1100
	(800) 882-9275
California	*(916) 854-6500
	(800) 852-5711
Colorado	(303) 232-2446
Connecticut	(860) 566-8520
	*(800) 382-9463
Delaware	(302) 577-3300
	*(800) 292-7826
District of Columbia	(202) 727-6103
	(202) 727-6104
Florida	(904) 488-6800
	*(800) 352-3671
Georgia	(404) 856-4071
	*(800) 338-2389
Hawaii	(808) 587-6515
	Jan-Apr 20 (800) 587-4242
	After Apr 20

Idaho	(208) 334-3660
	*(800) 972-7660
Illinois	(217) 782-3336
	(800) 732-8866
Indiana	(317) 232-2240
Iowa	(515) 281-3114
	(800) 367-3388
Kansas	(913) 296-0222
Kentucky	(502) 564-4581
Louisiana	(504) 925-4611
Maine	(207) 626-8475
	*(800) 773-7895
Maryland	(410) 974-3981
	*(800) 638-2937
Massachusetts	(617) 887-6367
	*(800) 392-6089
Michigan	(800) 487-7000
	(800) 827-4000
Minnesota	(612) 296-3781
	(800) 652-9094
Mississippi	(601) 923-7000
Missouri	(573) 751-7191
Montana	(406) 444-2837
Nebraska	(402) 471-5729
	(800) 742-7474
Nevada	(702) 687-4892
New Hampshire	(603) 271-2186
New Jersey	(609) 588-2200

New Mexico	*(800) 323-4400
	(505) 827-0945
New York	(518) 485-6800
	*(800) 225-5829
North Carolina	(919) 733-4682
North Dakota	(701) 328-3450
	(800) 638-2901
Ohio	(614) 846-6712
	*(800) 282-1780
Oklahoma	(405) 521-3146
	*(800) 522-8165
Oregon	(503) 378-4988
	*(800) 356-4222
Pennsylvania	(717) 783-1405
Rhode Island	(401) 277-2905
South Carolina	(800) 763-1295
South Dakota	(605) 773-5141
Tennessee	(615) 741-2594
	*(800) 342-1003
Texas	(800) 252-5555
Utah	(801) 297-2200
	(800) 662-4335
Vermont	(802) 828-2865
Virginia	(804) 367-8031
Washington	(360) 786-6100
West Virginia	(304) 558-3333
	*(800) 982-8297
Wisconsin	(608) 266-2486
Wyoming	(307) 777-7962

*within state only **outside of U.S.
Note: States listed in italics do not require residents to pay state income taxes.



WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.



HOW TO FILE AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A or Form 1040. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 1997 to file his or her 1996 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file his or her tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due (as noted on line 6c of the form).

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open

to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Below is Form 4868 which may be used by Seafarers to file for an extension. This form will be recognized by the IRS. Additional copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests. That number is 1-800-829-3676. Also, Form 4868 is available from all main IRS branch offices. And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension. The deadline for filing the form and any taxes due is April 15.

Form 4868	Application for Automatic Extension of Time To File U.S. Individual Income Tax Return	OMB No. 1545-0188
Department of the Treasury Internal Revenue Service		1996
1 Your name(s) (see instructions)		2a Amount due— Add lines 6c, d, and e. ▶ \$
Address		3 Your social security number
City, town or post office, state, and ZIP code		4 Spouse's social security no.
5 I request an automatic 4-month extension of time to August 15, 1997, to file my individual tax return for the calendar year 1996 or to 19 for the fiscal tax year ending 19		b Amount you are paying ▶ \$
6 Individual Income Tax - See instructions.		Gifts or GST Tax Return(s) - See instructions.
a Total tax liability for 1996 \$	b Total payments for 1996 \$	c Balance due. Subtract 6b from 6a . . \$
Under penalties of perjury, I declare that I have examined this form, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, complete; and, if prepared by someone other than the taxpayer, that I am authorized to prepare this form.		d Amount of gift or GST tax you are paying \$
Your signature _____ Date _____		e Your spouse's gift/GST tax payment \$
Preparer's signature (other than taxpayer) _____ Date _____		Check here ONLY if filing a gift or GST tax return } Yourself ▶ <input type="checkbox"/>
Spouse's signature, if filing jointly _____ Date _____		Spouse ▶ <input type="checkbox"/>



Don't Let Father Time Steal Your Chance For a Scholarship



T

HE DEADLINE FOR receipt of Seafarers Welfare Plan Scholarship applications is April 15, 1997. That is only two months away, so don't put it off any longer. There are many items an applicant will need in order to complete the full application, and they may take a little time to collect—an autobiographical statement, photograph, certified copy of birth certificate, high school transcripts, letters of reference and ACT or SAT results.

The costs of higher education are continuing to increase each year. The seven scholarships offered by the Seafarers Welfare Plan will help three SIU members and four dependents of Seafarers attend vocational school, community college or a four-year college or university.

April 15 is rapidly approaching. If you haven't received a copy of the 1997 SIU scholarship program booklet (which contains eligibility information, procedures for applying and a copy of the application form), use the coupon at right and send for it now.

COMPLETE THIS FORM TO RECEIVE A COPY OF THE 1997 SIU SCHOLARSHIP PROGRAM BOOKLET (AND APPLICATION) AND MAIL TO:

Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

Name _____

Book Number _____ Social Security Number _____

Street Address _____

City _____ State _____ Zip Code _____

Telephone Number _____

This application is for: Self Dependent

2/97

Dispatchers' Report for Deep Sea

DECEMBER 16, 1996 — JANUARY 15, 1997

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	16	0	16	16	0	13	59	33	4
Philadelphia	6	10	2	4	4	0	1	5	9	4
Baltimore	10	6	1	5	6	1	2	9	10	0
Norfolk	10	9	5	5	7	4	7	23	14	5
Mobile	7	15	0	4	7	0	3	14	17	0
New Orleans	27	20	4	14	19	4	8	47	26	3
Jacksonville	40	27	10	26	14	8	15	51	29	9
San Francisco	14	15	1	18	10	1	6	32	27	2
Wilmington	19	7	1	13	5	1	6	36	20	7
Seattle	27	13	1	22	20	0	14	50	24	1
Puerto Rico	16	3	4	9	2	0	13	25	4	4
Honolulu	16	26	8	7	13	3	9	15	25	6
Houston	22	20	3	17	17	4	20	46	31	3
St. Louis	0	1	0	0	1	0	0	1	0	0
Piney Point	2	3	0	4	3	0	2	1	3	0
Algonac	0	0	1	0	1	1	1	1	2	0
Totals	247	191	41	164	145	27	120	415	274	48
ENGINE DEPARTMENT										
New York	16	12	0	12	8	0	7	34	22	3
Philadelphia	3	0	0	1	2	0	1	5	5	0
Baltimore	3	4	1	1	3	0	1	9	5	1
Norfolk	2	7	1	2	2	1	0	4	19	3
Mobile	10	9	1	5	5	0	3	15	12	1
New Orleans	10	7	2	7	10	1	4	15	9	3
Jacksonville	22	15	3	14	9	1	5	32	21	3
San Francisco	12	15	1	8	12	0	2	20	18	3
Wilmington	4	5	1	3	5	0	2	8	11	2
Seattle	15	10	0	8	8	1	3	23	10	1
Puerto Rico	5	4	2	6	6	1	1	4	1	2
Honolulu	3	9	4	2	12	3	5	7	13	4
Houston	9	16	3	9	10	2	9	22	19	5
St. Louis	2	2	0	1	0	0	0	1	4	0
Piney Point	1	6	0	1	1	0	0	3	9	0
Algonac	1	0	0	1	0	0	0	1	0	0
Totals	118	121	19	81	93	10	43	203	178	31
STEWARD DEPARTMENT										
New York	14	10	0	6	7	0	10	24	14	0
Philadelphia	3	1	1	1	2	0	0	5	3	1
Baltimore	3	3	0	1	1	1	0	6	4	0
Norfolk	11	4	1	0	1	1	1	19	11	4
Mobile	8	3	0	5	1	0	1	14	7	0
New Orleans	9	8	1	6	8	1	7	15	9	2
Jacksonville	19	5	2	14	1	1	10	28	8	2
San Francisco	27	4	1	10	6	1	4	58	9	0
Wilmington	18	4	1	9	5	0	2	28	5	1
Seattle	28	1	0	19	2	0	16	43	5	0
Puerto Rico	10	3	0	3	2	0	1	11	4	0
Honolulu	11	9	4	8	3	7	18	26	11	4
Houston	10	3	0	8	5	0	8	22	4	0
St. Louis	0	0	0	1	0	0	0	0	0	0
Piney Point	7	2	1	2	1	0	0	12	5	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	178	60	12	93	45	12	78	311	99	15
ENTRY DEPARTMENT										
New York	9	33	5	8	18	1	0	14	54	17
Philadelphia	1	1	0	0	1	0	0	1	2	3
Baltimore	0	4	1	0	2	1	0	1	8	3
Norfolk	1	8	7	2	7	2	0	1	12	20
Mobile	2	8	1	1	6	1	0	4	15	2
New Orleans	3	13	6	4	6	8	0	10	22	11
Jacksonville	4	21	4	2	9	3	0	5	36	18
San Francisco	10	15	0	8	7	1	0	16	25	6
Wilmington	7	20	1	1	13	1	0	8	20	6
Seattle	6	19	0	3	9	0	0	11	24	4
Puerto Rico	6	4	6	3	4	0	0	9	11	13
Honolulu	7	42	51	4	27	55	0	11	52	46
Houston	0	8	3	0	6	1	0	5	24	7
St. Louis	0	1	0	0	0	0	0	0	3	1
Piney Point	0	15	2	0	4	1	0	1	22	3
Algonac	0	0	0	0	1	0	0	0	1	1
Totals	56	212	87	36	120	75	0	97	331	161
Totals All Departments	599	584	159	374	403	124	241	1,026	882	255

*"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.

March & April 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: March 3, April 7
 New YorkTuesday: March 4, April 8
 PhiladelphiaWednesday: March 5, April 9
 BaltimoreThursday: March 6, April 10
 Norfolk.....Thursday: March 6, April 10
 Jacksonville.....Thursday: March 6, April 10
 Algonac.....Friday: March 7, April 11
 Houston.....Monday: March 10, April 14
 New OrleansTuesday: March 11, April 15
 Mobile.....Wednesday: March 12, April 16
 San Francisco.....Thursday: March 13, April 17
 Wilmington.....Monday: March 17, April 21
 Tacoma.....Friday: March 21, April 25
 San Juan.....Thursday: March 6, April 10
 St. Louis.....Friday: March 14, April 18
 HonoluluFriday: March 14, April 18
 DuluthWednesday: March 12, April 16
 Jersey CityWednesday: March 19, April 23
 New Bedford.....Tuesday: March 18, April 22

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

Personals

DONALD CLIFFORD

Please contact Sally Keeling regarding a reunion for the Class of '52. She may be reached at 1404 East 35th Street, Davenport, IA 52807; telephone (319) 386-4163.

HARRY GALDEIRA (from Hawaii)

Please contact Kathryn (Katja) Stewart. You may write her c/o 1201 Larchwood Road, Charleston, WV 25314.

JUAN ORTIZ

Please call Joe Espaiza at 1(800) 580-1477.

STEPHEN TREECE

Josie Alvarado would like you to phone him at (281) 859-2621 as soon as possible.

CARL WOODWARD

Phyllis Thomas would like to renew contact with you. Please write her at P.O. Box 692, East Jordan, MI 49727.

Notice

HAMPTON ROADS VETERANS HOLD REGULAR MEETINGS

The Hampton Roads Virginia Chapter of the American Merchant Marine Veterans, Wives, Orphans and Survivors hold their official one-hour business meetings on the fourth Thursday of January, April, July and October in the Veterans' Room of the War Memorial Museum of Virginia, 9285 Warwick Boulevard at Huntington Park in Newport News, Va; telephone (757) 247-8523. The next meeting will be held at 7 p.m. on April 24. Yearly dues are \$35 and are used to operate the chapter and other related functions. For more information, contact AMMV-HRC, P.O. Box 5721, Newport News, VA 23605-0721; telephone (757) 247-1656.

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 Corgey
Vice President Gulf Coast



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

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

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

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

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

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

JACKSONVILLE
3315 Libertz 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

DECEMBER 16, 1996 — JANUARY 15, 1997

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

Port	DECK DEPARTMENT								
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	29	9	0	12	5	0	17	4
Port	ENGINE DEPARTMENT								
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	8	1	0	4	1	0	4	0
Port	STEWARD DEPARTMENT								
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	8	3	0	2	1	0	4	2
Port	ENTRY DEPARTMENT								
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	25	17	0	13	8	0	12	9
Totals	0	70	30	0	31	15	0	37	15

**"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

DECEMBER 16, 1996 — JANUARY 15, 1997

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

Region	DECK DEPARTMENT								
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	4	0	0	2	0	0	12	2	0
Gulf Coast	1	6	11	0	1	5	0	4	13
Lakes, Inland Waters	24	0	0	6	0	0	33	0	0
West Coast	3	0	9	20	0	3	7	1	16
Totals	32	6	20	28	1	8	52	7	29
Region	ENGINE DEPARTMENT								
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	1	0	0	0	0	0	3	1	0
Gulf Coast	1	0	2	0	0	0	1	0	2
Lakes, Inland Waters	6	0	0	2	0	0	10	0	0
West Coast	3	0	9	20	0	3	7	1	16
Totals	11	0	11	22	0	3	21	2	18
Region	STEWARD DEPARTMENT								
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	6	0	2	0	0	0	1	0	4
Lakes, Inland Waters	7	0	0	0	0	0	1	0	0
West Coast	3	0	9	20	0	3	7	1	16
Totals	17	0	11	20	0	3	11	1	20
Totals All Departments	60	6	42	70	1	14	84	10	67

**"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.

PIC-FROM-THE-PAST

It was the summer of 1959 aboard the passenger ship *Atlantic* (American Banner Lines), running between New York and Northern Europe....

It was a time when the *Atlantic* was the SIU's only cruise ship and when the precursor to the Lundberg School started in a barracks behind the Brooklyn hall....

William (Bill) F. Palmer (far right), who sent this photo to the LOG, was only 16 at the time, sailing as a porter aboard his first vessel. Now 54, Brother Palmer has been married 35 years, is the father of three daughters and the grandfather of seven, has his master's license—and continues to sail with the SIU from the port of Port Arthur, Texas, presently as a chief mate on the *Doris Moran*.

If any SIU members recognize themselves or a friend in the group shot, Palmer certainly would love to hear from them and find out what the old gang is up to. His address is 14200 Horseshoe Bend, Conroe, TX 77384-3507.



If anyone has a vintage union-related photograph he or she would like to share with the LOG readership, it should be sent to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



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 stewards and one recertified bosun are among the 24 Seafarers announcing their retirements this month.

Representing more than 100 years of active union membership, Recertified Stewards **Herbert L. Scypes** and **Bobbie W. Stearns** and Recertified Bosun **Jones M. Ard** are graduates of the highest level of training available to members in the deck and steward departments at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 17 of those signing off sailed in the deep sea division; six navigated the inland waterways; and one worked aboard Great Lakes vessels.

The most common area of retirement for this month's retiring Seafarers is the East Coast, where seven make their homes. Six are retiring to the Gulf states; five each have chosen the West Coast and Midwest, and one resides in Puerto Rico.

Thirteen of the pensioners served in the U.S. military—five in the Army, four in the Navy, two in the Air Force and one each in the Coast Guard and National Guard.

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

DEEP SEA



JONES M. ARD, 56, originally sailed with the Seafarers in 1962 from the port of New Orleans. His first ship was

the *Del Mundo*, operated by Delta Steamship Co. Brother Ard sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he completed the bosun recertification course in 1981. From 1958 to 1961, he served in the U.S. Navy. Born in Michigan, he makes his home in Nancy, Ky.

GEORGE R. EVANS, 59, graduated from the Lundeberg School in 1961 and joined the SIU



in the port of New York. His first ship was the *Transyork*, operated by Transwestern. A native of New Jersey, he sailed in the engine department and upgraded at the Lundeberg School. From 1956 to 1963, he served in the National Guard. Brother Evans calls Cliffwood Beach, N.J. home.



ENRIQUE GONZALEZ, 65, began sailing with the Seafarers in 1973 from the port of New York. Born in Spain, Brother

Gonzalez sailed in the engine department and upgraded his skills at the Lundeberg School.

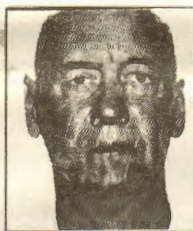
Prior to retiring to Kearny, N.J., he last sailed aboard the *Sea-Land Producer*.

DONALD D. HOWARD, 65, started his career with the SIU in 1967 in the port of Seattle aboard the *Steel Flyer*, operated



by Isthmian Lines, Inc. The Washington native worked as a member of the deck department, last sailing aboard the *Sea-Land Express*. From 1952 to 1956, he served in the U.S. Navy. Brother Howard has retired to Chehalis, Wash.

GEORGE H. PADON, 69, graduated from the Andrew Furuseth Training School in 1961 and joined the Seafarers in the port of New York. Sailing in the deck department, his first ship was the *Seatrain Georgia*. Born in Mississippi, Brother Padon sailed in the deck department. From 1945 to 1946, he served in the U.S. Coast Guard. Prior to retiring to Portland, Ore., Brother Padon sailed aboard the *Newark Bay*, operated by Sea-Land Service, Inc.



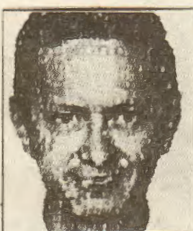
DONALD A. ROTHMAN, 70, started his career with the Seafarers in 1977 in the port of Wilmington, Calif. His first vessel

was the *Aquila*. A native of California, he sailed in both the deck and steward departments. Brother Rothman last worked aboard the *Sea-Land Explorer* and has retired to Kingman, Ariz. From 1944 to 1946, he served in the U.S. Navy.

BERNARD SACHS, 65, began sailing with the SIU in 1951 from the port of Baltimore. Brother Sachs



upgraded at the Lundeberg School, last sailing as a chief electrician. The Maryland native also sailed in the inland division in 1972. From 1948 to 1950, he served in the U.S. Army. Brother Sachs has retired to Baltimore.

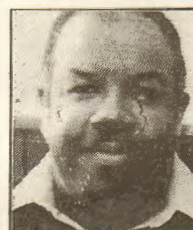


VINCENT SANCHEZ JR., 61, first sailed with the Seafarers aboard the *Fairland*, operated by Waterman

Steamship Corp. in 1956 from the port of New Orleans. A member of the steward department, the Louisiana native served in the U.S. Navy from 1952 to 1956. Brother Sanchez makes his home in Chalmette, La.

WALTER E. SARGENT, 59, began sailing with the SIU in 1959 from the port of Philadelphia aboard the *SS Oremar*. The

Pennsylvania native sailed in the engine department and upgraded at the Lundeberg School. He last sailed in 1995 aboard the *SP5 Eric G. Gibson*, operated by Maersk Lines Ltd. From 1955 to 1956, he served in the U.S. Navy. Brother Sargent has retired to Philadelphia.



LEON SCOTT, 62, joined the Marine Cooks and Stewards (MC&S) in 1964, before that union merged with

the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Scott last sailed aboard the *President Roosevelt*, operated by American President Lines. He makes his home in Oakland, Calif.

HERBERT L. SCYPES, 65, started his career with the Seafarers in 1956 in the port of Mobile, Ala.



His first ship was the *Raphael Semmes*, operated by Waterman Steamship Corp. Brother Scypes sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1979. The Louisiana native served in the U.S. Army from 1949 to 1952. Brother Scypes calls Mobile, Ala. home.



STEVE A. SOOFI, 65, began sailing with the SIU in 1976 in the port of Seattle. His first ship was the *Newark Bay*,

operated by Sea-Land Service, Inc. Brother Soofi sailed in the steward department and upgraded at the Lundeberg School. He last sailed aboard the *President Jefferson*. Born in Yemen, Brother Soofi became a U.S. citizen and resides in Detroit.

BOBBIE W. STEARNS JR., 65, began sailing with the SIU in 1966 from the port of Wilmington, Calif. aboard the *Loma Victory*. Brother Stearns



sailed in the steward department and upgraded at the Lundeberg School where he graduated from the steward recertification program in January 1980. He last sailed in 1991 aboard the *USNS Audacious*, operated by U.S. Marine Management, Inc. A native of California, he served in the U.S. Army from 1947 to 1951. Brother Stearns has retired to South San Francisco.



DOLLY TALAGA, 65, joined the MC&S in 1968 in the port of San Francisco, before that union merged

with the SIU's AGLIWD. Her first ship was the *Monterey*, operated by Oceanic Steamship Co. Sister Talaga last sailed aboard the *Matsonia*, operated by Matson Navigation Co. Born in Canada, Sister Talaga makes her home in San Francisco.

BERNARD TAPIA, 65, began his career with the Seafarers in 1956 in the port of Seattle. He first sailed



aboard the *Choctaw*, operated by Waterman Steamship Corp. Starting out in the steward department, he later transferred to the engine department and upgraded at the Lundeberg School. Born in Arizona, Brother Tapia has retired to Norcross, Ga.



FREDERICK C. THIELE, 65, first sailed with the SIU in 1960 from the port of New Orleans aboard the *Alcoa Runner*.

The Louisiana native sailed in the steward department and upgraded at the Lundeberg School. Brother Thiele's last ship was the *Sam Houston*, a Waterman Steamship Corp. vessel. From 1950 to 1953, he served in the U.S. Air Force. Brother Thiele makes his home in New Orleans.

WILLIAM T. TUCKER, 65, began sailing with the Seafarers in 1951 from the port of New York. Brother Tucker



sailed as a member of the deck department and upgraded at the Andrew Furuseth Training School. A native of Mississippi, he last sailed in 1994 aboard the *Inspiration*, operated by Sea-Land Service, Inc. Brother Tucker has retired to Padre Island, Texas.

INLAND



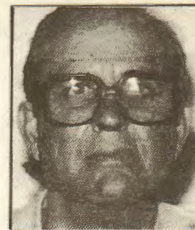
DANIEL L. BRISTER, 65, began sailing with the Seafarers in 1956 from the port of New Orleans. A native of

Mississippi, the deck department member last worked as a captain. Boatman Brister has retired to Jayess, Miss.

HAROLD R. DANIELS, 64, started his career with the SIU in 1956 in the port of Philadelphia. Sailing in the deck department, he

upgraded his skills at the Lundeberg School and attended an educational conference there in 1978. The North Carolina native last worked as a captain aboard the *Schuykill*, operated by Maritrans. Boatman Daniels calls Atlantic, N.C. home.

NORMAN R. ERLIN, 63, joined the Seafarers in 1967 in the port of Norfolk, Va. Born in the



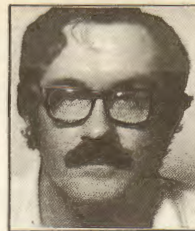
British West Indies, he sailed in the engine department and upgraded at the Paul Hall Center for Maritime Training and Education. Boatman Erlin makes his home in Land O Lakes, Fla.



BENJAMIN GONZALEZ, 66, began sailing with the SIU in 1987 from his native Puerto Rico. He sailed as a member

of the deck department. From 1951 to 1954, he served in the U.S. Army. Prior to retiring to Bayamon, P.R., Boatman Gonzalez sailed primarily on vessels operated by Crowley Towing & Transportation.

JAMES D. GRIGGS, 59, started his career with the Seafarers in 1963 in the port of Port Arthur, Texas. He sailed as a



member of the deck department. The Texas native served in the U.S. Air Force from 1955 to 1958. Boatman Griggs calls Beaumont, Texas home.



ALGEEN SARANTHUS, 62, joined the SIU in 1952 in the port of Mobile, Ala. Starting out in

the deep sea division, he later transferred to inland vessels. A native of Alabama, he worked in both the deck and steward departments, last sailing as a cook. Boatman Saranthus has retired to Semmes, Ala.

GREAT LAKES

JOHN V. CAIRNS, 62, began sailing with the Seafarers in 1961 from the port of Detroit. A member of



the deck department, the Michigan native started out on inland vessels and later transferred to the Great Lakes division. Brother Cairns makes his home in Sault Ste. Marie, Mich.

Final Departures

DEEP SEA

PAUL AUBAIN



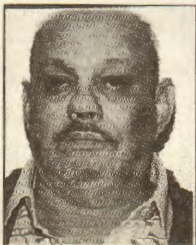
Pensioner Paul Aubain 68, died January 10. Born in the Virgin Islands, he began sailing with the Seafarers in 1947 from the port of New Orleans as a member of the engine department. He began receiving his pension in September 1985.

RONALD B. BARNES



Pensioner Ronald B. Barnes, 73, passed away December 15, 1996. Brother Barnes started his career with the SIU in 1949 in the port of New York. Born in Maine, he sailed in the steward department and upgraded at the Lundeberg School in Piney Point, Md., where he completed the steward recertification program 1981. Brother Barnes retired in February 1986.

DESAL W. BARRY



Pensioner Desal W. Barry 67, died January 5. A native of Texas, he first sailed with the Seafarers in 1947 from the port of New York. From 1952 to 1954, he served in the U.S. Army. Brother Barry rejoined the union in 1969 in the port of Wilmington, Calif. and sailed in the deck department. He began receiving his pension in April 1995.

FRANK D. BARTOLON



Pensioner Frank D. Bartolon, 64, passed away January 14. He began his career with the Marine Cooks and Stewards (MC&S) in 1968, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Ohio, he served in the U.S. Navy from 1950 to 1954. Brother Bartolon retired in May 1995.

WILLIAM J. BEARD

Pensioner William J. Beard, 87, died November 4, 1996. Born in London, he joined the MC&S in 1959 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Beard began receiving his pension in July 1972.

JERRY L. BROADDUS



Pensioner Jerry L. Broaddus, 72, passed away December 29, 1996. Brother Broaddus started his career with the Seafarers in 1943 in the port of Norfolk, Va. A native of Missouri, he sailed in the engine department. Brother Broaddus retired in January 1986.

GEORGE CAMPBELL

Pensioner George Campbell, 94, died December 7, 1996. A native of North Carolina, he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Campbell



VINCENT CIPRIANO

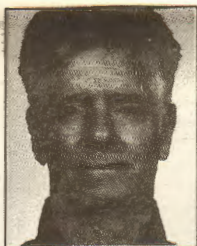
Pensioner Vincent Cipriano, 87, passed away November 5, 1996. He started his career with the Seafarers in 1940 in the port of Baltimore. Brother Cipriano sailed in the engine department and upgraded at the Lundeberg School. Born in the Philippines, he retired in October 1972.

WALTER M. COUSINS



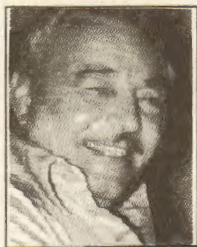
Pensioner Walter M. Cousins, 79, died December 11, 1996. Born in South Carolina, he began sailing with the SIU in 1945 in the port of New York. The deck department member upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1975. Brother Cousins began receiving his pension in November 1982.

ANTONIO A. DACOSTA



Pensioner Antonio A. DaCosta, 85, passed away December 10, 1996. Brother DaCosta started his career with the Seafarers in 1946 in the port of New York. Starting out in the engine department, his first ship was the *Joseph Hewes*. He later transferred to the deck department. Brother DaCosta lived in Brooklyn, N.Y. and retired in August 1976.

ANDREW DANILUK



Andrew Daniluk, 68, died March 6, 1994. A native of New York, he began sailing with the SIU in 1951 in the port of Wilmington, Calif. Brother Daniluk sailed several years with the union in the deck department before upgrading to second mate. From 1943 to 1950, he served in the U.S. Navy. Brother Daniluk resided in Port Orange, Fla.

ELMO J. DAVIS

Pensioner Elmo J. Davis, 81, passed away November 8, 1996. Brother Davis joined the MC&S before that union merged with the SIU's AGLIWD. Born in South Carolina, Brother Davis retired in August 1976 and resided in Wilmington, Calif.

GERALD R. DRANEY

Gerald R. Draney, 64, died January 5. Born in Missouri, he started his career with the Seafarers in 1962 in the port of San Francisco. Brother Draney sailed as a member of the deck department. From 1950 to 1956, he served in the U.S. Coast Guard.

REMBERTO DUO



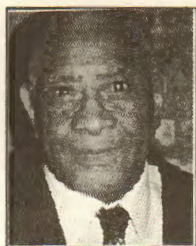
Pensioner Remberto Duo, 88, passed away December 3, 1996. He first shipped with the SIU in 1952 from the port of Tampa, Fla. As a member of the steward department, Brother Duo last sailed aboard the *Buckeye Victory*. He began receiving his pension in November 1970.

ROBERT W. ELLIOTT



Pensioner Robert W. Elliott, 86, died December 8, 1996. Brother Elliott began sailing with the Seafarers in 1946 from the port of Mobile, Ala. He last shipped as a chief steward. Born in Alabama, Brother Elliott made his home in Pensacola, Fla., where he retired in June 1974.

EDDIE EVIL



Pensioner Eddie Evil, 94, passed away December 3, 1996. A native of Jackson, Miss., he joined the MC&S in 1946 before that union merged with the SIU's AGLIWD. Brother Evil, who lived in Seattle, began receiving his pension in August 1969.

JOHN O. FRAZIER



Pensioner John O. Frazier, 69, died January 5. Born in Louisiana, he started his career with the Seafarers in 1966 in the port of Houston, sailing aboard the *Sacramento*. As a member of the deck department, he upgraded at the Lundeberg School and completed the bosun recertification course there in 1976. A veteran of World War II, he served in the U.S. Navy from 1943 to 1950. Brother Frazier retired in April 1991.

ROBERT F. FRAZIER



Robert F. Frazier, 60, passed away August 24, 1996. He first sailed with the SIU in 1969 in the port of Boston, aboard the *Alcoa Master*. Born in New Hampshire, he shipped in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1981. Brother Frazier last sailed aboard the *LNG Virgo*. His ashes were scattered at sea near Bontang, Indonesia.

GUILLERMO GARCIA



Pensioner Guillermo Garcia, 74, died January 4. Brother Garcia began shipping with the Seafarers in 1946 in the port of Philadelphia. Born in Puerto Rico, he sailed in the engine department and began receiving his pension in September 1979.

ADAM A. HAUKE



Pensioner Adam A. Hauke, 74, passed away January 8. A native of Minnesota, he started his career with the SIU in 1942 in the port of New York. Brother Hauke sailed as a member of the deck department. He retired in January 1985.

GEORGE H. HIERS



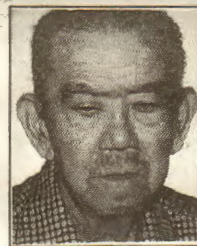
Pensioner George H. Hiers, 89, died December 19, 1996. He began sailing with the Seafarers in 1947 from the port of Tampa, Fla. The Florida native worked in the steward department. He began receiving his pension in October 1972.

CHARLES M. HILL



Pensioner Charles M. Hill, 78, passed away August 6, 1996. After a 20-year career in the U.S. Navy, he started shipping with the SIU in 1963 from the port of Norfolk, Va. His first ship was the *Cities Service Norfolk*. Born in Nebraska, he sailed as a member of the deck department. Brother Hill, who lived in Virginia Beach, Va., retired in November 1985.

JOSE LLORENTE



Pensioner Jose Llorente, 84, passed away November 16, 1996. Born in the Philippines, he began shipping with the MC&S in the mid 1930s, before that union merged with the SIU's AGLIWD. During World War II, he served in the U.S. Coast Guard. Brother Llorente lived in Long Beach, Calif. He retired in June 1970.

ROBERT MYERS



Pensioner Robert Myers, 62, died October 18, 1996. He joined the Seafarers in 1951 in the port of Savannah, Ga., sailing aboard the *South Wind*. Born in Georgia, Brother Myers made his home in Montgomery, Ala. He began receiving his pension in December 1985.

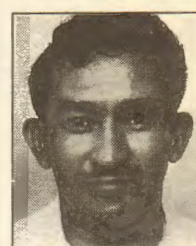
GUILLERMO C. REYES



Pensioner Guillermo C. Reyes, 74, passed away December 11, 1996. A native of the Philippines, he started his career with the SIU in 1953 in the port of New York. Brother Reyes sailed in the steward department. He retired in February 1977.

GUILLERMO O'NEILL ROSADO

Pensioner Guillermo O'Neill Rosado, 82, died October 14, 1996. Brother Rosado joined the Seafarers in 1945 in the port of New York.



CLARENCE P. WILSON

Pensioner Clarence P. Wilson, 74, passed away November 29, 1996. Born in Alabama, he began sailing with the SIU in 1942 from the port of New Orleans. Brother Wilson sailed in the deck department and retired in November 1977.

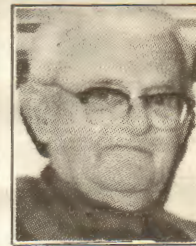
INLAND

CLARENCE W. BENOIT



Pensioner Clarence W. Benoit, 73, passed away December 26, 1996. A native of Texas, he started his career with the Seafarers in 1956 in the port of Houston. Boatman Benoit last sailed as a captain and began receiving his pension in June 1995. A veteran of World War II, he served in the U.S. Marine Corps from 1943 to 1945.

GEORGE A. CREEF



Pensioner George A. Creef, 88, died December 7, 1996. He joined the SIU in 1961 in the port of Norfolk, Va. A native of North Carolina, he sailed primarily on vessels operated by Curtis Bay Towing Co. as a captain. Boatman Creef retired in May 1973 and resided in Virginia Beach, Va.

CARL M. GOLDYS

Carl M. Goldys, 49, died July 13, 1995. He started his career with the SIU in 1973 in the port of Baltimore. Boatman Goldys sailed as a tanker man and participated in an educational conference at the Lundeberg School in 1978. From 1963 to 1969, he served first in the U.S. Navy and then in the Coast Guard.

MARTIN A. GRUMBLES

Martin A. Grumbles, 60, passed away November 8, 1996. A native of Texas, he began sailing with the Seafarers in 1972 from the port of Houston. Boatman Grumbles worked primarily on vessels operated by Dixie Carriers as a towboat operator, last sailing in 1983. From 1954 to 1957 he served in the U.S. Marine Corps.

GREAT LAKES

GERALD J. FIZELL

Gerald J. Fizell, 59, passed away December 27, 1996. Brother Fizell started his career with the Seafarers in 1967 in the port of Duluth, Minn. Born in Wisconsin, he sailed in the deck department and also in the deep sea division.

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.

MAJ. STEPHEN W. PLESS (Waterman Steamship), November 24—Chairman **Robert Hagood**, Secretary **Susan Sanderson**, Educational Director **Robert Bell**, Deck Delegate **Thomas Bray**, Engine Delegate **William Smith**, Steward Delegate **Andelair Betties**. Chairman announced December 4 as day of departure. No beefs or disputed OT reported. Crew requested new mattresses and pillows for quarters. Crew reminded to keep noise down in house.

CPL. LOUIS J. HAUGE (Maersk Lines, LTD), December 27—Chairman **George Jordanides**, Secretary **William Bunch**, Educational Director **James Atwell**, Deck Delegate **Stephen Blanchard**, Engine Delegate **Brad Weathery**, Steward Delegate **Michael Watts**. Educational director urged members to donate to SPAD and upgrade at Lundeberg School. No beefs or disputed OT reported. Entire crew extended sympathy wishes to family of SIU Executive VP Joseph Sacco and noted he will be missed by all. Crew thanked galley gang for outstanding daily menus and extended special thanks for superb holiday feasts. Next port: Diego Garcia.

DUCHESS (Ocean Duchess, Inc.), December 30—Chairman **Robert Allen**, Secretary **Pablo Alvarez**. Chairman advised crew of year-end payoff and reminded members to keep passports, clinic cards, STCW certificates updated and with them at all times. Secretary stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew noted SIU Christmas card and Seafarers LOGs received. Crew asked that family members be provided with an SIU dependent card to use when visiting hospital, doctor or dentist. Crew inquired as to length of time for pensions. Crew also asked several questions for vacations department.

FRANCES HAMMER (Ocean Chemical Carriers), December 15—Chairman **Richard Wilson**, Secretary **Marvin St. George**,

Educational Director **Terry Jacobsen**, Deck Delegate **Albert Ellis**, Steward Delegate **Dadang Rashidi**. Chairman informed crewmembers new contract will be retroactive. Educational director reminded members to attend tanker operation/safety course at Piney Point to ensure continued

Galley Gangs Commended For Holiday Meals

Many SIU crews applauded the extra efforts shown by galley gang members to produce special holiday meals. Among those listed in the minutes this month are:

- Cpl. Louis J. Hauge
- Frances Hammer
- LNG Gemini
- Nuevo San Juan
- OOCL Inspiration
- Overseas Arctic
- Overseas Juneau
- Overseas Valdez
- Overseas Washington
- Sea-Land Hawaii
- Sea-Land Spirit

sailing aboard tankers. Treasurer announced \$200 in ship's fund. Deck, engine and steward delegates reported disputed OT and beefs. Crew thanked steward department for job well done.

FRANCES HAMMER (Ocean Chemical Carriers), December 30—Chairman **Richard Wilson**, Secretary **Marvin St. George**, Educational Director **Terry**

Jacobsen, Deck Delegate **Albert Ellis**, Steward Delegate **Dadang Rashidi**. Educational director reminded all members to upgrade at Lundeberg School whenever possible. Deck, engine and steward delegates reported disputed OT. No beefs reported. Crew noted mail is not being received. Crewmembers extended vote of thanks to steward department. Next port: Port Suez, Egypt.

LEADER (Kirby Tankships), December 5—Chairman **Patrick Rankin**, Secretary **Eva Myers**. Chairman announced payoff on December 7. He advised all crewmembers to attend Paul Hall Center's oil spill and hazmat courses. He added there is still no word of a new charter for ship. Educational director reminded crew to get STCW identification certificate. No beefs or disputed OT reported.

LNG GEMINI (ETC), December 15—Chairman **Ramli Mohamed**, Secretary **Dana Cunningham**, Educational Director **Kevin Conklin**. Chairman announced new Seafarers LOGs received. Secretary asked crewmembers to respect quiet time when others are sleeping. Educational director urged all members to upgrade at Paul Hall Center and apply for SIU college scholarship. Treasurer announced that 12 new TV sets have been purchased and installed using money from crew fund. No beefs or disputed OT reported. Crew thanked galley gang for wonderful Thanksgiving meal. Next port: Tobata, Japan.

MOUNT WASHINGTON (Bay Ship Management), December 10—Chairman **Mark Blom**, Secretary **Randy Stephens**, Educational Director **Harold McAllister**, Steward Delegate **Victor Cameron**. Chairman reported ship in ROS status at dock 48 in port of Houston with no plans of activation for remainder of 1996. He urged all members to vote at Houston union hall between 9 a.m. and 12 noon, Monday through Saturday. Bosun also reminded crewmembers to make sure their union books are stamped showing they have voted. Educational director encouraged members to upgrade at Lundeberg School whenever on the beach to ensure all Seafarers are up-to-date in the ever-changing maritime industry. No beefs or disputed OT reported. Crewmembers thanked galley gang for job well done. A special moment of silence in memory of departed SIU Executive VP was observed by crew.

NUEVO SAN JUAN (NPR, Inc.), December 28—Chairman **David Murray**, Secretary **Jose Colls**, Educational Director **James Williams**, Deck Delegate **Robert Grubbs**, Engine Delegate **Joe Harris**, Steward Delegate **George Vorise**. Chairman reported ship scheduled to go into layup for eight to 10 days beginning December 29. He noted crew is expected to be called back January 5-6 but advised dates are subject to change. Secretary asked crew to replace linen in rooms. He reminded crewmembers laundryroom trash container is to be used for plastics only. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested new TV and recliner chairs for crew lounge. Bosun advised crewmembers to use designated laundry machines for work clothes. Crew extended vote of thanks to steward department for excellent holiday meals. Next port: Jacksonville, Fla.

OOCL INSPIRATION (Sea-Land Service), December 15—Chairman **William Byrne**, Secretary **Larry Ewing**, Educational Director **Pete Kanavos**, Deck Delegate **Ronald Mena**, Steward Delegate **Gina Lightfoot**. Educational director reminded crewmembers of importance of upgrading at Piney Point. Treasurer noted \$15 in movie fund. No beefs or disputed OT reported. Crew thanked steward department members Ewing, Lightfoot and GSU **E. Verveniotis** for job well done. Crew requested new lounge chairs and recliner for crew lounge.

offered moment of silence in memory of SIU Executive VP Joseph Sacco. Chairman commended galley gang for excellent Thanksgiving day menu. Next port: Honolulu and Valdez, Alaska.

SEA-LAND HAWAII (Sea-Land Service), December 25—Chairman **James Carter**. Chairman reminded all crewmembers to separate plastics from regular garbage. He reported locks on crew quarters not working properly, laundry room drain plugged and TV needs new antenna. He noted it is still unknown if the ship is to go into

Stewards Sightsee in Spain



Chief Steward L. McElroy and AB Darryl Bryce enjoy time off the Richard G. Matthiesen when the ship docked in Algeciras, Spain.

OVERSEAS ARCTIC (Maritime Overseas), December 24—Chairman **Cesar Gutierrez**, Secretary **Jose Rivera**, Educational Director **Herman Bergeron**, Deck Delegate **Joel Lechel**. Chairman announced payoff upon arrival in port of New York and wished entire crew a Merry Christmas and Happy New Year. Secretary urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for job well done preparing holiday menus. Next port: New York.

OVERSEAS JUNEAU (Maritime Overseas), December 29—Chairman **Steve Copeland**, Secretary **Hussan Ali**, Educational Director **Angel Mercado**. Chairman reported smooth sailing. No beefs or disputed OT reported. Crew noted shortage of various stores and night lunch items. Chairman and crew thanked steward department for good Christmas dinner.

OVERSEAS VALDEZ (Maritime Overseas), December 31—Chairman **Billy Eastwood**, Educational Director **Earl Macom**, Deck Delegate **Rodney Pence**, Engine Delegate **Andrew Lopez**, Steward Delegate **B.T. McEleney**. No beefs or disputed OT reported. Crew extended vote of thanks to galley gang for providing good meals.

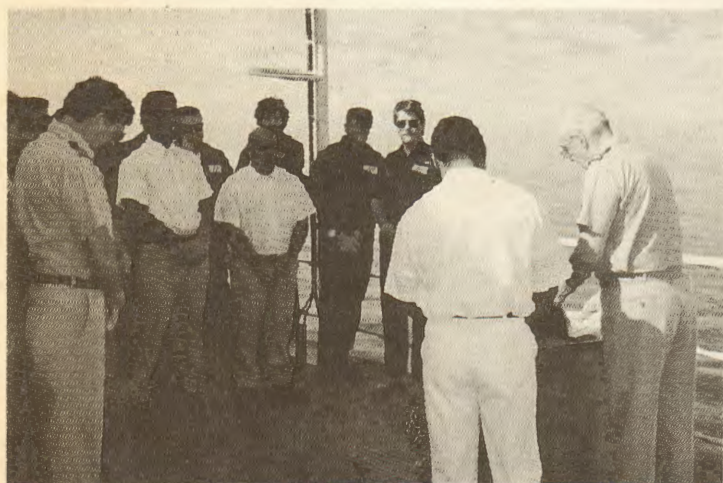
OVERSEAS WASHINGTON (Maritime Overseas), December 22—Chairman **John Nichols**, Secretary **George Maranos**, Educational Director **Clyde Smith**, Deck Delegate **Marvin Chester**, Engine Delegate **Mike Brown**, Steward Delegate **Mohammed Mofleni**. Crew

shipyard. Disputed OT and beefs reported in deck department. No beefs or disputed OT reported in engine or steward departments. Crew thanked galley gang for good Christmas meals. Next port: Jacksonville, Fla.

USNS LOYAL (U.S. Marine Management), December 7—Chairman **Christopher Brady**, Secretary **Richard King**, Deck Delegate **Steven Westfall**, Steward Delegate **Marvin Brooks**. Crewmembers reviewed importance of having STCW identification certificate. Educational director urged members to read Seafarers LOG to find answers to many questions concerning industry changes and new requirements for Seafarers. He stressed importance of upgrading at Paul Hall Center. He added his recent trip to Piney Point was an excellent experience. No beefs or disputed OT reported. Bosun thanked entire crew for help during recent voyage.

SEA-LAND SPIRIT (Sea-Land Service), January 4—Chairman **Howard Gibbs**, Secretary **Ed Ombac**, Deck Delegate **Henry Scott**, Engine Delegate **Jeff Willis**, Steward Delegate **Lito G. Acosta**. Chairman thanked crew for cooperation during voyage. He advised members to attend tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Both unlicensed and licensed crewmembers commended Chief Steward Ombac for healthy salad bar, delicious homemade desserts and outstanding daily menus. Crew gave special thanks to Ombac, Chief Cook Acosta and Utility **Donald Irvine** for excellent preparation and presentation of Christmas and New Year's dinners.

Ashes Scattered at Sea



The ashes of Steward Robert F. Frazier, who died August 24, 1996 at the age of 60, were scattered recently in the Sulu Sea from aboard the LNG Virgo. Capt. George Overstreet and Chief Cook Glenn Williams presided at the shipboard memorial service.

Letters to the Editor

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

Pensioner Enjoys Rewards of SIU

On Christmas of 1945, I was sent to the SIU hall in New York City just before my 18th birthday. Now, after 51 years, I find this was the best thing that could happen to a dumb 18-year-old! The SIU took me and gave me a job and, like a lot of other boys, a home.

The pension of the SIU helps make life a better one. The Christmas bonus is holiday happiness.

Horace A. Wiltshire
Norfolk, Va.

Thanks to SIU for Maintaining U.S.-Flag Presence

After reading a recent *Seafarers LOG* concerning new LNG contracts, I was surprised to read about the pay raise and five-year commitment to the contract. As former employees of Energy Transportation Corporation, my current coworkers and I were extremely impressed with the improvements made to an already excellent contract.

The SIU has made great progress in promoting the U.S. fleet. Recently, our efforts resulted in direct legislation maintaining the U.S. flag in international trade. If all of our members directed their efforts to promoting the U.S. fleet, we would all have more bargaining power. We must all remember that each ship is a temporary assignment and that our strength as a union is the only thing permanent in this industry.

On behalf of my fellow Seafarers, I appreciate your efforts in maintaining our presence in world trade under the increasing threat of international competition.

Robert D. Woodson
Bosun, Cape Lambert

New Contract Is Source Of Pride and Gratitude

I am writing to express my gratitude and appreciation to you and those SIU officials who played a very important role in obtaining the union contract for the new term. I understand some of the issues that were of risk to the union, and was particularly concerned about the vessels considering foreign-flag options just to avoid the increasing operating costs associated with using the best trained and experienced crewmembers in the United States.

I am pleased to see that by your increased efforts, the union and its members were of paramount concern in closing another five-year contractual agreement with the shipping industry. With the newly effective contract comes hope to me and the brothers and sisters who now have increased dental care and medical coverage. Not only is this a victory for the members, but for our dependents as well.

Just to let you know, I am also elated to hear about the Money Purchase Pension Plan. Hopefully, this will assist the members by providing those who participate in this innovative benefit with motivation and the ability to plan more efficiently for the future, as well as seek to invest in different retirement opportunities.

James E. Harper
Perris, Calif.

Pension Bonus Helps Celebrate Christmas

I want to thank you for your bonus check. It was a very big surprise indeed. Since my dear husband's (Donovan Hughes) death, things have been real tough. He really loved working for your union. And I miss him so much.

I was just saying to my sons this morning that I guess we will not have a Christmas again. But, thanks to your check, we will have one—the first one since Donovan died three years ago.

Anyone should be proud and happy to belong to the SIU. It's very rare that someone thinks of the little people and not just themselves.

I hope each and everyone has a very Merry Christmas and a very happy New Year.

Dorothy Hughes and sons
San Rafael, Calif.

Lundeberg School Reaches Out In Successful Fund-Raising Effort

It is our pleasure to write this letter of appreciation to the staff and management of the Harry Lundeberg School of Seamanship. On October 26, the St. Mary's Hospital Foundation held its annual dinner-dance on the property. Not only was the event a huge success in terms of fund-raising for the hospital, it also was a successful community-oriented endeavor.

A special thank you to all the students who lent their talents, time and creativity to our function, and our deepest gratitude to Andrea Conklin, Chef Allen Sherwin and Howard Thompson for their care and consideration.

The staff at the school has a long history of graciously donating their many talents to our community. We especially acknowledge their hospitality in light of the sudden loss of their executive vice president, Joseph Sacco.

The St. Mary's Hospital Foundation is pleased to have had the opportunity to utilize the resources of the Harry Lundeberg School, and we are looking forward to our continued association.

Anne H. Marum and Kate B. Meatyard
St. Mary's Hospital Foundation

In Response to Letters Regarding VFW

In response to last month's letters to the editor about the VFW, I would like to share my perspective.

During my Navy career, I had the opportunity to serve my country by being stationed aboard an aircraft carrier off the coast of Iran during the Iranian hostage crisis. In fact, we set a peacetime record for being at sea for nine consecutive months without a port call.

Afterwards, I served offshore for six months with the peacekeeping force in Beirut.

Since I've been sailing with the SIU, I took part in the military sealift during Desert Shield and Desert Storm and also delivered cargo to Somalia during the famine relief effort there.

Currently, I'm sailing on a military prepositioning ship chartered to the Military Sealift Command.

All these deeds are without merit in the eyes of the VFW, as I have tried to join their ranks several times.

My uncle belongs to the VFW, although he was recruited to join. His only qualification is that he is an influential and popular member of the community.

He has never served his country anywhere. Based on these facts, I find it disheartening that anyone would want to join this organization.

Scott Heginbotham
Baltimore, Md.

Retired Seafarer Comments on Life, the SIU and Being an American

I have been receiving the *Seafarers LOG* since I was forced to retire in 1969. It's been a long time, and the last three years in a wheelchair. My wife passed away in '82, so I've been alone for a long time.

I'm in good spirits and turned 80 this summer. I can't find any Seafarers up here, but I belong to the VFW.

After having put three years in the Battle of the Atlantic, I stayed in New York. Of course, I registered for the draft and in 1944 I was in the infantry, got out in '46, and in '48 I'm back to sea again. So, all together, I have 47 years with the SIU and proud [of it].

I was reading about those guys on that Liberian ship [see August 1996 *LOG*, pp. 12-13]. There should be an international law against things like that. We are lucky to be Americans!

I was going to ask you about the nuclear powered freighter named *Savannah*. She was in New Orleans in 1950, had some trouble getting cargo. I have not heard whether they scrapped her or not.

There is not much I can tell you about this town; it's growing—almost ½ million friendly people, but I do miss being around Seafarers. Thanks for the good work.

Torolf Kismul
Spokane, Wash.

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.

Gemini Crew Emphasizes Safety on Ships

For Seafarers aboard the *LNG Gemini*, safeguarding potentially dangerous cargo is as routine as standing watch or climbing ladders between decks.

Because of the combustible makeup of liquefied natural gas — plus the fact that the *Gemini* can transport 125,000 cubic meters of the vaporous mixture—crewmembers always emphasize safety. The SIU members' focus on secure operations can be seen during regular safety meetings and drills as well as in their work.

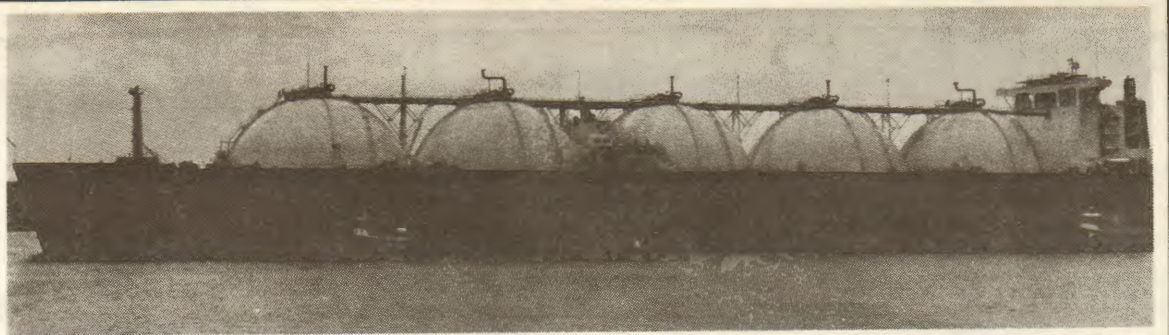
"There's no doubt that safety is the top priority, especially on the LNG ships," stated SIU Assistant Vice President Bob Hall, who recently met with crewmembers aboard the ship in Japan.

Secure transportation of the cargo is facilitated by the *Gemini's* construction and equipment. Built in the late 1970s in Massachusetts, the ship has a double-bottom hull and a comprehensive firefighting system featuring automatic sprinklers and eight dry-chemical firefighting stations.

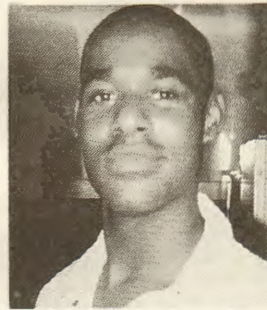
The *Gemini* is one of eight SIU-crewed LNG vessels operated by Energy Transportation Corporation (ETC), which is based in New York. All of those ships—the *Aries*, *Aquarius*, *Libra*, *Virgo*, *Capricorn*, *Leo*, *Taurus* as well as the *Gemini*—call on the ports of Arun and Bontang in Indonesia and Himeji, Osaka, Tobata and Nagoya in Japan.

Each vessel is greater than 900 feet long.

Seafarers sailing aboard ETC's ships are covered by a five-year contract that extends into the year 2001.

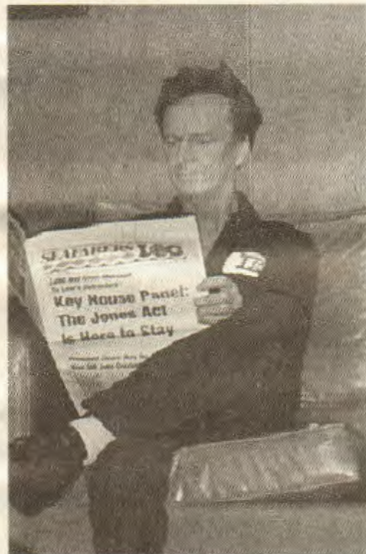
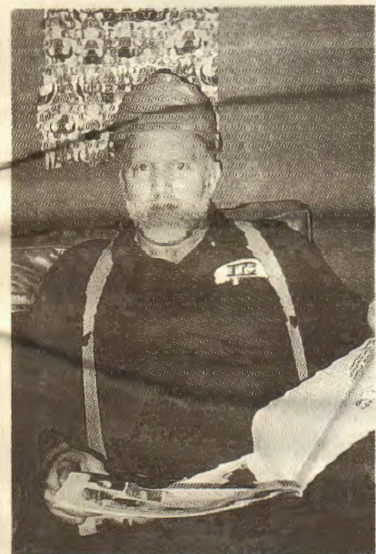


Each of the Energy Transportation Corporation's eight SIU-crewed LNG ships, including the *Gemini*, features five spherical cargo tanks that can hold 125,000 cubic meters of liquefied natural gas, stored at 265 degrees below zero (Fahrenheit).

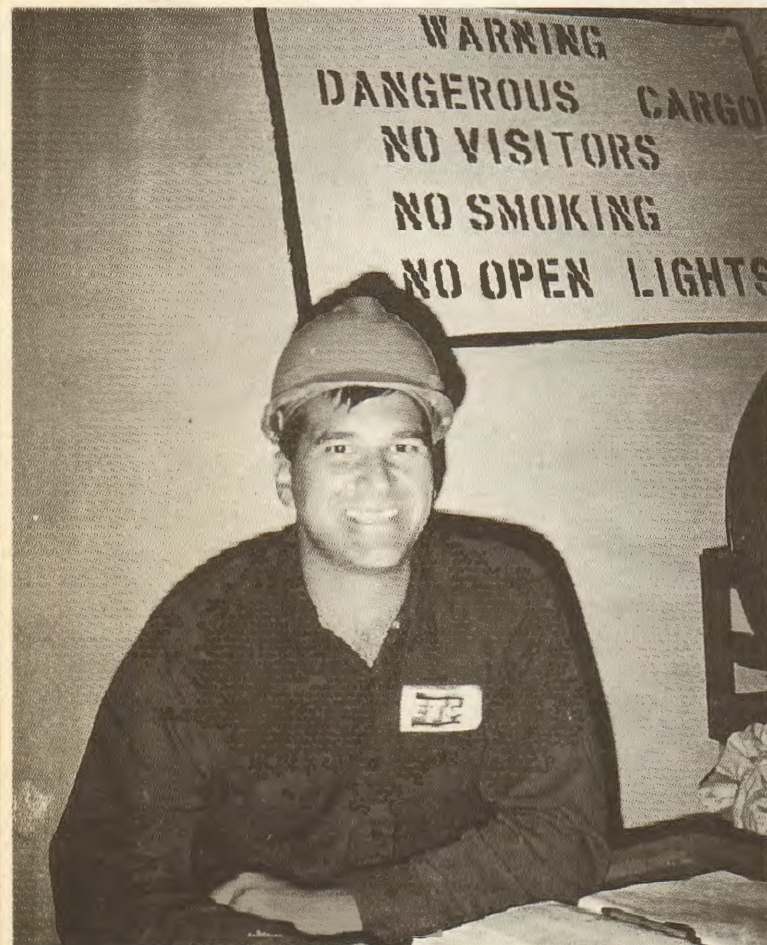


Members of the galley gang keep their fellow crewmembers well-fed. Pictured in the four photos above are (clockwise from top left) Chief Cook Patricia Ballance, SA Thalys Ealy, SA William Coston and Chief Steward John Gibbons.

Awaiting the start of a shipboard safety meeting are *Gemini* crewmembers (clockwise from top left) Bosun Phil Parisi, AB Bobby Branham, AB John Bellinger, SA Richard Crutchfield, and DEU Dale Gomes (standing) and QMED Tom Flynn.



AB John Wells (left photo) and QMED Tom Harris check the latest union news in the *Seafarers LOG*.



Safety procedures are never far from the minds of the *Gemini* crew as the sign behind AB Nicholas Marcantonio's head attests.



NOVEMBER / DECEMBER 1996

APPAREL & ACCESSORIES

- ACME BOOT CO.
Western-style boots: Acme, Dan Post, Dingo brands
► *Steelworkers*
- DECKERS CORP.
Sandals: Deckers, Sensi, Teva brands ► *Machinists*
- F. L. THORPE & CO.
"Original Black Hills Gold Jewelry" ► *Steelworkers*
- HOWE K. SIPES CO.
Athletic apparel (chiefly baseball and softball uniforms, satin and wool jackets). Label: Howe Athletic Apparel
► *Electronic Workers*
- MASTER APPAREL
Men's and boys' pants. Labels include Botany 500, Hills and Archer, and Blair ► *Electronic Workers*

BUILDING MATERIALS & TOOLS

- ACE DRILL CORP.
Wire, jobber & letter drills, routers and steel bars
► *Auto Workers*
- BROWN & SHARPE MFG. CO.
Measuring, cutting & machine tools & pumps ► *Machinists*
- LOUISIANA-PACIFIC CORP.
Brand name wood products: L-P Wolmanized, Cedartone, Waferwood, Fiberpine, Oro-Bond, Redex, Sidex, Ketchikan, Pabco, Xonolite ► *Carpenters and Woodworkers (IAM)*
- ROME CABLE CORP.
Cables used in construction and mining ► *Machinists*
- SOUTHWIRE CO.
Commercial and industrial wire and cable; Do-It-Yourself brand homewire ► *Electrical Workers*

APPLIANCES & FURNITURE

- SILO, INC.
Retailers of appliances and electronics ► *Teamsters*
- TELESCOPE CASUAL FURNITURE CO.
Lawn, patio, other casual furniture.
Brand name: Telescope ► *Electronic Workers*

FOOD & BEVERAGES

- CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate ► *Farm Workers*
- DIAMOND WALNUT CO.
Diamond brand canned and bagged walnuts and walnut pieces ► *Teamsters*
- FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York. ► *Teamsters*
- MOHAWK LIQUEUR CORP.
Mohawk label gin, rum, peppermint schnapps, and cordials
► *Distillery, Wine & Allied Workers (UFCW)*
- TYSON/HOLLY FARMS CHICKEN
Chicken and processed poultry products ► *Teamsters*

TRANSPORTATION & TRAVEL

- ALITALIA AIRLINES
Air transport for passengers and freight ► *Machinists*
- CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
► *Oil, Chemical & Atomic Workers*
- FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
► *Hotel Employees & Restaurant Employees*
- GO-MART GAS
Gasoline sold at Go-Mart convenience stores and truck stops ► *Oil, Chemical & Atomic Workers*
- FRONTIER HOTEL & GAMBLING HALL
Casino hotel in Las Vegas
► *Hotel Employees & Restaurant Employees*
- KAUAI RESORT
Hotel in Kapaa, Hawaii ► *Longshoremen & Warehousemen*
- KAWASAKI ROLLING STOCK, U.S.A.
Railroad cars ► *Transport Workers*
- MICHELIN
Michelin brand tires ► *Steelworkers*
- OGLEBAY PARK
Wheeling, W.Va., park/resort/recreation complex
► *Hotel Employees & Restaurant Employees*

MISCELLANEOUS

- BELL ATLANTIC NYNEX MOBILE
Cellular telephone system
► *Communications Workers and Electrical Workers*
- BLACK ENTERTAINMENT TELEVISION
BET cable television, Action pay-per-view, Bet on Jazz
► *Electrical Workers*
- R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► *Bakery, Confectionery & Tobacco Workers*

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

PLEASE POST

Lundeberg School Graduating Classes



Trainee Lifeboat Class 558—Graduating from trainee lifeboat class 558 are (from left, kneeling) Mark A. Kelly, Brian Rumsley, David Davis Jr., Antonio Perez, Jaime E. Baretty, Roger Harold, (second row) Ryan Sprague, Michael Hurst, James Connolly, Curtis Ladner, Jimmie Moffett, Verne Lynch Jr. and Tom Gilliland (instructor).



Third Assistant Engineer—The following Seafarers attended the third assistant engineer course in December. They are (from left, kneeling) Tony Albright, Troy D. Williams, Frederick Gibson, Daniel Boutin, (second row) Brien Collins, Benjamin Magliano, Chris Earhart, Jon Beard, Christopher Beaton and Andre Carriere.



Crane Maintenance—Completing the crane maintenance course on December 5 are (from left, kneeling) Justin LoDico, Ray Prim, Rudy Grassia, William Christopher, (second row) Eric Malzkuhn (instructor), Frank Monteiro, George Caragunopolos and Greg Blasquez.



Third Mate Class—Attending the December third mate course are (from left, front row) Nick Marcantonio, Gary Vargas, Charles Fincher, Lynn Melin (instructor), (second row) Darren Collins, Shawn T. Orr and Chris Conway. Not pictured is Jamie Hall.



Power Plant Maintenance—Seafarers completing the upgrading course in power plant maintenance on December 5 are (from left, kneeling) Douglas Felton, Faustino Pereira, Jose Quinones, Michael Martykan, (second row) Eric Malzkuhn (instructor), Stanley Golden, Brian Wilder, David Vega, Charles Donley and Jim Shaffer (instructor).



Upgraders Lifeboat—Certificates of training were received by the December 10 class of upgraders. They are (from left, kneeling) Abdulrahmen Al-Okaish, Angelo Wilcox Sr., Cleveland West Jr., Rotilio Alvarez, Terrence Dumas, Tom Gilliland (instructor), (second row) Mario Arzu, Mark Davis, Juan Sanchez, Paul Nathan, Jason Lord, Michael Earhart, (third row) Juan Helices, Mervin Bourne, Matthew Alexander and Terrence Rorie.

A WELL FED CREW
is a happy crew

STEWARDS
Upgrade your skills at the
Lundeberg School

LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 7	May 30
Bridge Management (Shiphandling)	June 16	June 27
Lifeboatman	March 24 April 21 May 19 June 16 July 14	April 4 May 2 May 30 June 27 July 25
Limited License/License Prep.	July 28	September 19
Radar Observer/Unlimited	April 21 June 2 June 30	May 2 June 13 July 10
Radar Recertification (one-day class)	May 1 June 12 July 10	
Celestial Navigation	June 16	July 25

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 21	May 30
Basic Electronics	June 2	June 27
Marine Electrical Maintenance I	June 30	July 24
Marine Electronics Tech I	June 30	July 24
Marine Electronics Tech II	July 28	August 22
Power Plant Maintenance	May 5	June 12
Refrigerated Containers	March 31	April 25
Welding	June 16	July 10

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 3	April 3
Steward Recertification	June 30	July 31

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Certified Cook and Baker/Certified Chief Cook/Chief Steward	March 22 June 2	June 13 August 22

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14	July 25
Tanker Assistant DL	March 10 April 7 May 5 June 2 June 30	March 28 April 25 May 23 June 20 July 18
LNG Familiarization	June 2	June 20
Tankerman Barge PIC	May 5 June 2 June 30	May 16 June 13 July 10

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	March 17 May 19 June 21	June 14 August 9 October 11
English as a Second Language (ESL)	May 6 July 8	May 31 August 2
Adult Basic Education (ABE)	March 3 April 21 June 2 July 14	April 11 May 30 July 11 August 22
Lifeboat Preparation	March 10 April 7 May 5 June 6	March 21 April 18 May 16 June 13
Introduction to Computers	Self-study	

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member [] Lakes Member [] Inland Waters Member []

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: [] Yes [] No Home Port _____

Endorsement(s) or License(s) now held _____

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? [] Yes [] No

If yes, course(s) taken _____

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

[] Yes [] No Firefighting: [] Yes [] No CPR: [] Yes [] No

Primary language spoken _____

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

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

LAST VESSEL: _____ Rating: _____

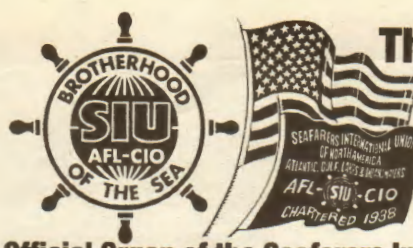
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

2/97



SIU Scholarship Program

April 15 is the deadline for scholarship applications for Seafarers and members of their families. See page 14 to learn more about the scholarship—and how to apply.

Mother-Daughter Upgraders Rate Hall Center A+ Seafaring Careers Agree With Steward Members Alexander and Vandergeest

Anna Alexander and her daughter, Rachel Vandergeest, were not sure what to expect when they recently started their first upgrading courses at the Paul Hall Center for Maritime Training and Education.

They quickly discovered that the Hall Center and its Lundeberg School of Seamanship, located in Piney Point, Md., have much to offer Seafarers intent on advancing their careers.

"Upgrading has been the best experience. I'm sorry I put it off, because what I've learned in three months is unbelievable," says Alexander. "It's all here for you, and it's silly not to take advantage of it. The opportunities truly are limitless."

"The whole experience is an eye-opener, in a positive way," adds Vandergeest. "We've learned so much."

Alexander, a Seafarer since 1985, recently completed the chief cook course. Vandergeest, who joined the union in 1993, finished the cook/baker class. When those courses ended, mother and daughter remained at the school and passed the tanker assistant DL class (formerly tanker operation/safety).

"You can only better yourself here," declares Alexander. "The teachers have great patience and knowledge. . . . For example, when I first got here, I noticed the computers. Well, I didn't even know how to turn one on. Now I know how to use it!"

Started on Cruise Ships

To date, Anna's and Rachel's Seafaring careers have consisted of sailing aboard passenger vessels operated by American Hawaii Cruises. (Their home port is Honolulu.) They have worked as waiters, assistant waiters and cabin attendants—often sailing together and living as roommates.

"Our relationship, and I mean this in the best way, is like sisters," says Rachel, 23. "At the same time, it's nice to run to your mom when you have a problem. She's my best friend and my mom, too, so I've been spoiled that way."

Such communication is a two-way street, however. Anna, 40, describes herself and her daughter as "best friends. People mistake us for sisters. Rachel is the one person I can talk to about anything. I respect her opinion."



For Anna Alexander (left) and her daughter, Rachel Vandergeest, upgrading at the Paul Hall Center proved a valuable experience. Both Seafarers say they benefited from the training and also learned a lot about the SIU's commitment to providing jobs and job security for the membership.

Notwithstanding some physical similarities, Anna and Rachel have very distinct personalities. Both agree that Anna's outgoing nature and Rachel's more conservative approach balance one another and make the Seafarers a good fit.

But despite the great value they place on sailing together and generally spending time together, both are ready to try sailing aboard deep-sea cargo ships or tankers. In most, if not all cases, that will mean sacrificing their concurrent job schedules.

"We're both ready for a change, but we wanted to keep sailing," explains Rachel.

Asked about not working together (at least not in the near future), both simultaneously respond, laughing but with a touch of seriousness, "It's killing us!"

"Truly, we're both excited about going deep sea," Anna states. "We want to sail and see other ports and different countries."

Such travel would mark an extension of one of their favorite off-time activities. Anna and Rachel already have traveled together to Thailand, Costa Rica and Fiji, and have planned a trip to Europe later this year.

"I didn't have much interest in travel, but since my work with the SIU, I've really broadened my horizons," Rachel recalls. "The SIU has allowed me to see places and grow."

As with upgrading, both initially had reservations about switching from passenger ships to containerships or tankers. "But, like Mike [SIU President Michael Sacco] said [at the January membership

meeting], 'Get the facts for yourself.' We did, and now we're looking forward to sailing deep sea," notes Anna.

Found a Home

These days, both Alexander and Vandergeest say they have found their niche in the SIU.

When they began their respective careers, though, neither might have believed they would achieve such success.

"When I first joined, I thought, 'Okay, I'm getting a job on a cruise ship.' I only was supposed to stay 10 weeks," recalls Vandergeest, who visited her mother on the American Hawaii vessels during the 1980s. "But I slowly realized the importance of the flexibility (that sailing offers). I'm not a 9-to-5 person. Where could I find another job that

offers this much freedom?"

Vandergeest also praised the job security and medical benefits she enjoys through the SIU.

Similarly, Alexander initially didn't envision sailing as a long-term job. "I stopped sailing for four years, but the SIU welcomed me back," she says. "The union has always worked with me and always supported me."

"This career sits well with me," continues Alexander. "I love the schedule, including the time off that allows for enjoyable vacations. I live a lifestyle that's not for everyone, but it fits me." She adds that she appreciates "the fact that shipping has really opened up for women, especially the last 10 to 15 years."

During their recent stay at

the Paul Hall Center, mother and daughter say they attained not only an appreciation for the school, but also new insight into the union.

'Better Understanding'

"I only recently gained a better understanding of what the union stands for, what they've done for the membership," Rachel observes. "I had no idea the full extent of the union until I came here. You get the truth here."

She describes "the officials, agents and patrolmen" as "very helpful. The SIU seems like a close-knit family. You belong to this union, you don't just work through it."

"Plus there are so many options available," points out Alexander. "It's not like any other place."

For now, as they embark on the next phase of their careers, both Seafarers say they will miss moments like those they shared on the cruise ships, when they would sip coffee on deck at sunrise, before their shifts began.

But they plan to upgrade together again and also hope to sail together again sometime. In any case, they appear to have settled into rewarding occupations.

"There's nothing like looking out from the deck and seeing the sunrise, and hearing the sound that the water makes," explains Vandergeest. "Only someone who's done it can appreciate it."

Paul Hall Center Celebrates 30 Years Of Top-Notch Maritime Training

This year marks the 30th anniversary of the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center in Piney Point, Md.

Since it opened its gates in Southern Maryland in 1967, the Lundeberg School continually has prepared American citizens for the operation of U.S.-flag vessels for deep sea, Great Lakes, inland waterways and coastal use. It has done so by providing the most up-to-date instruction and by staying a step ahead of the industry's constantly changing regulations and training needs.

In the 1990s alone, the school has been a leader in offering such classes as oil spill prevention and contain-

ment, refrigeration technician, tanker assistant and steward department sanitation certification, among others.

Jointly operated by the SIU and the union's contracted shipping companies, the non-profit training center has been acclaimed by academic, business, union and government professionals as a model of labor-management cooperation.

More than 40,000 mariners have completed vocational upgrading classes at the center, which offers training for Seafarers in all three departments (deck, engine and steward). Additionally, 20,000 young men and women have graduated from the school's trainee program, for those just beginning their maritime

careers.

For information about the school or any of its courses—most of which blend practical training with classroom instruction—contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075, or call (301) 994-0010.



The Seafarers Harry Lundeberg School opened its gates in Southern Maryland in 1967.