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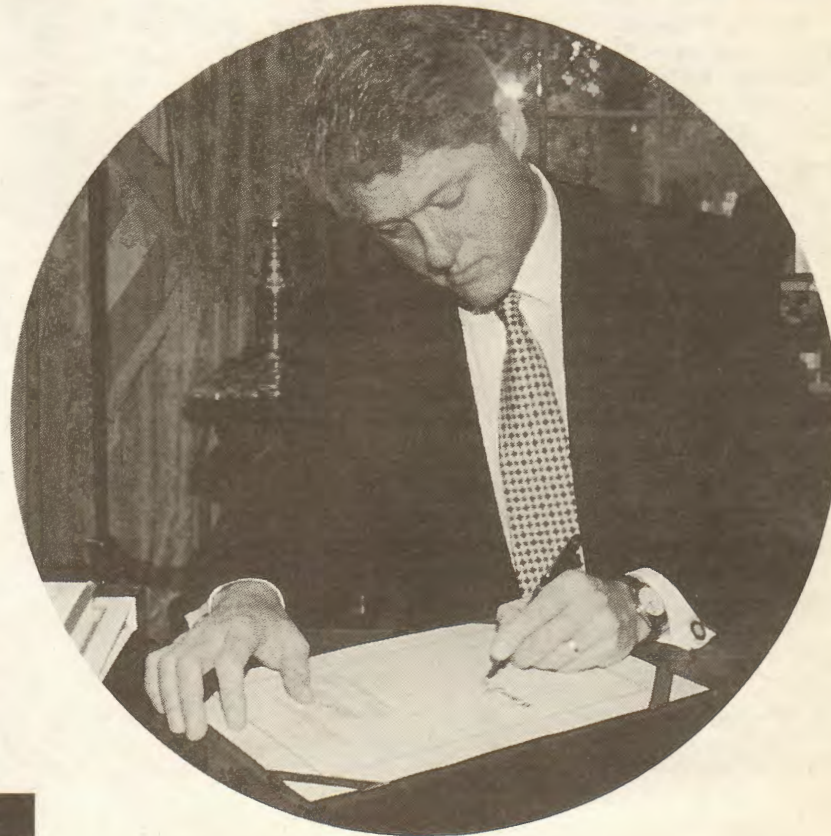
# Seafarers LOG

Volume 58 Number 10

October 1996

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

# CLINTON SIGNS SHIP BILL



## 10-Year Program Sails Through Senate with Bipartisan Support



**T**he Maritime Security Act is now law after President Bill Clinton signed the measure as the *Seafarers LOG* went to press.

The president added his name to the bill (also known as H.R. 1350) after Republicans and Democrats in the Senate united to pass the SIU-supported Maritime Security Act by a margin of 88-10 on September 24.

Passage by the Senate on the 10-year, \$1 billion program to help fund approximately 50 militarily useful U.S.-flag vessels and the president's signature climaxes a five-year effort to gain maritime revitalization legislation.

SIU President Michael Sacco expressed his appreciation to the members of the Senate who supported the bill, President Clinton, and to the Seafarers, pensioners and their families who contacted their elected officials to seek their votes on the measure.

"The SIU would like to thank the members of the Senate who demonstrated their confidence and support for the U.S.-flag merchant fleet by passing the Maritime Security Act and to the president for his support," Sacco said.

"The Maritime Security Act has strong bipartisan support because the measure ensures America's national and economic security while producing jobs for American merchant mariners into the next century. The country needs a strong U.S.-flag merchant fleet as its fourth arm of defense," added the SIU president.

He pointed out the work done in passing the bill by Senate Majority Leader Trent Lott (R-Miss.), who served as the sponsor of Senate's version of the legislation, as well as Senate Minority Leader Tom Daschle (D-S.D.) and Senators Ted Stevens (R-Alas-

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## President's Report

### Staying the Course

Years of hard work paid off last month when the Senate passed the Maritime Security Act with the strong bipartisan vote count of 88-10 and President Clinton signed the bill as the *Seafarers LOG* went to press.

The battle to gain maritime revitalization legislation is a case in point for all Seafarers to consider when we talk about the need for political action. It is a perfect example of why Seafarers must be politically active and what can happen when SIU members support the union's programs.

For five years, some form of maritime revitalization legislation has been on the deck. It has faced opposition on many fronts, especially from the giant agribusiness industry and foreign-flag interests.

Another obstacle facing the bill was the fact it was introduced and considered during a period of government downsizing and cut-backs.

However, the SIU did not allow these barriers to stop our ultimate goal. We saw the challenge before us, plotted the course and fought hard until the bill was passed.

To do this, we had to fortify our political activity and lobbying efforts. We had to get the message to the members of Congress that the Maritime Security Act would be in the best interest of the nation.

We asked Seafarers, pensioners and their families to play an active role in this effort by writing, calling and visiting elected officials.

Passage of the maritime revitalization legislation was utmost on our agenda. We knew what was at stake—jobs for American mariners, which is THE reason the SIU exists.

Since its introduction in 1992 by Andrew Card, who served as transportation secretary for President Bush, we worked night and day to get a U.S.-flag ship bill through Congress.

In 1993, the new Clinton administration announced through its transportation secretary, Federico Peña, that it supported a 10-year program presented to Congress by the bipartisan leadership of the House Merchant Marine and Fisheries Committee.

We worked hard to get two different versions of that legislation through the House, only to see farm-state legislators keep it from advancing in the Senate in 1994.

We did not give up! The Senate's procedural gimmicks, which were nothing more than stalling tactics, only made us more determined.

In March of 1995, the chairman of the Senate Surface Transportation and Merchant Marine Subcommittee told the maritime community of his resolution to see maritime revitalization clear the Congress.

"I want a U.S.-flag fleet, manned by American crews, and U.S. ships built by American labor," Senator Trent Lott (R-Miss.) told the AFL-CIO Maritime Trades Department executive board meeting a year ago February. Lott then undertook the challenge to move the legislation through the Senate, while Representative Herbert Bateman (R-Va.), as chairman of the House Merchant Marine Oversight Panel, began moving a similar bill through the House.

As seen in the previous Congress, the measure had strong support from Republicans and Democrats alike. While the House completed its work on the 10-year program last December, giant agribusiness and foreign-flag interests again attempted to scuttle the measure.

The fight to bring the Maritime Security Act before the Senate continued until the last days that Congress remained in session. Despite the outpouring of bipartisan support the bill had received in the months prior, despite the favorable letters written by senators to Seafarers in response to their requests urging a positive vote on the bill, these anti-U.S.-flag forces attempted a last-minute blockade to stop the legislation.

However, the Senate saw through their smoke screen and passed the measure.

While we can savor the bill's passage, we cannot stop being on lookout for new attacks on the U.S.-flag fleet. We must continue to be ready for challenges on the Jones Act, the Passenger Vessel Services Act, cargo preference and so much more.

The Maritime Security Act, along with the new law allowing U.S.-flag tankers to carry exported Alaskan North Slope crude oil, provides the base for revitalizing the U.S.-flag merchant fleet.

There is much still to do, but what has been accomplished so far could not have been done without the help of our members and their families.

For this, I thank you for your hard work and commitment to keep the U.S.-flag fleet the best on the world's waterways.

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# Newspaper Exposes Plight Of Runaway-Flag Shipping

## Houston Chronicle Series Highlights Problems Faced by Foreign Mariners

A five-day series of front-page articles run in the *Houston Chronicle* made its readers aware of many of the problems that face foreign mariners who sail aboard runaway-flag ships around the world.

Written by staff reporters Jim Morris and Kevin Moran, the series brought to light—through stories and photographs—to the general public such issues as poorly maintained vessels, low wages (if pay is even received for crewmembers), inadequate health care, substandard safety conditions, inadequate diet and much more.

The premise of the piece, according to Morris in an interview with the *Seafarers LOG*, was to show the citizens of the Texas city what types of vessels and crews were using the port of Houston. However, the articles turned into an overall review of the state of international shipping, with the reporters traveling around the world for eight months to gather information.

### Unchanged Conditions

In the lead article, which ran August 18, Morris and Moran open with a quote from 18th century English poet and critic Samuel Johnson, "No man will be a sailor who has contrivance enough to get himself into a jail, for being in a ship is being in a jail with the chance of being drowned. A man in a jail has more room, better food and commonly better company."

One paragraph later, the reporters state, "Some things, however, have not changed. Tens of thousands of seafarers from poor countries continue to endure miserable, life-threatening conditions on decrepit vessels flying the flags of Honduras or Romania or Antigua. Wages are astonishingly low, if they are paid at all; food is scarce, spoiled and frequently roach-infested."

Later in the same lead article, the reporters wrote, "The *Houston Chronicle* found the world's seas are routinely traversed by thousands of aged, poorly maintained ships that lack the most basic lifesaving and firefighting equipment. Such ships often are manned by overworked, ill-trained

sailors who are unable to communicate, especially during crises, because of language barriers."

### Concerns Spotlights

Beginning on August 18 and continuing for the next four days, the series spotlighted seven particular concerns discovered by the reporters.

- The incentive to operate a substandard ship is great.

The *Houston Chronicle* noted a recent report from the Organization for Economic Cooperation and Development that the daily operating costs for two bulkers built in the same year and of the same size with the same amount of crew can differ by nearly \$5,000 depending on where the ship is registered. Also, an owner who meets only the minimum standards for environmental quality can spend nearly \$200,000 more annually than an owner who ignores such laws. The articles state this can be done because penalties for those caught are low if they are even enforced.

- Foreign mariners face challenges acquiring jobs, then may not get paid for work performed.

The *Houston Chronicle* outlined several instances when Filipino seamen were forced to pay middlemen the equivalent of at least a month's salary in order to get a job. When out at sea, these and other mariners may go for months without being paid. The paper exposed this practice taking place on freighters as well as aboard Miami- and Caribbean-based cruise ships.

- Foreign seafarers and their families have little recourse to gain benefits in case of an injury on the job or a loss of life at sea.

Two different articles dealt with the lack of concern shown by shipowners when such accidents occurred. The *Houston Chronicle* detailed how the Miami-based owner of the Honduran-registered *Kathleen D* has failed to pay the salaries and death benefits for the Lithuanian, Guyanese and Indonesian crewmembers when the ship was lost January 7 sailing from Mobile, Ala. to Jamaica.

In another story, a Filipino mariner continues his fight for money to support his family after

falling 30 feet from a 13.5-inch wide scaffold held up by rotted rope onto the deck of the Norwegian freighter on which he sailed. The mariner suffered paralyzing arm, leg and brain injuries, which keep him from returning to work.

- Crewmembers are stranded around the world because owners refused to pay for repairs.

The newspaper recounts several stories of fully-crewed ships left in foreign ports as the owners challenge the port-state authorities over repairs. These crewmembers receive no pay and are forced to live on rainwater and any fish they may catch because what stores that may remain on ship are insect- and rodent-infested.

- The challenge confronting American mariners and U.S.-flag shipping companies to compete against low-wage, low-safety standards of foreign-flag shipping.

The reporters note the work being done by people like U.S. Maritime Administrator Albert Herberger to bring commercial shipbuilding back to U.S. yards. They also point out how the American foreign trade deficit could be lowered by using more U.S.-flag ships for exports.

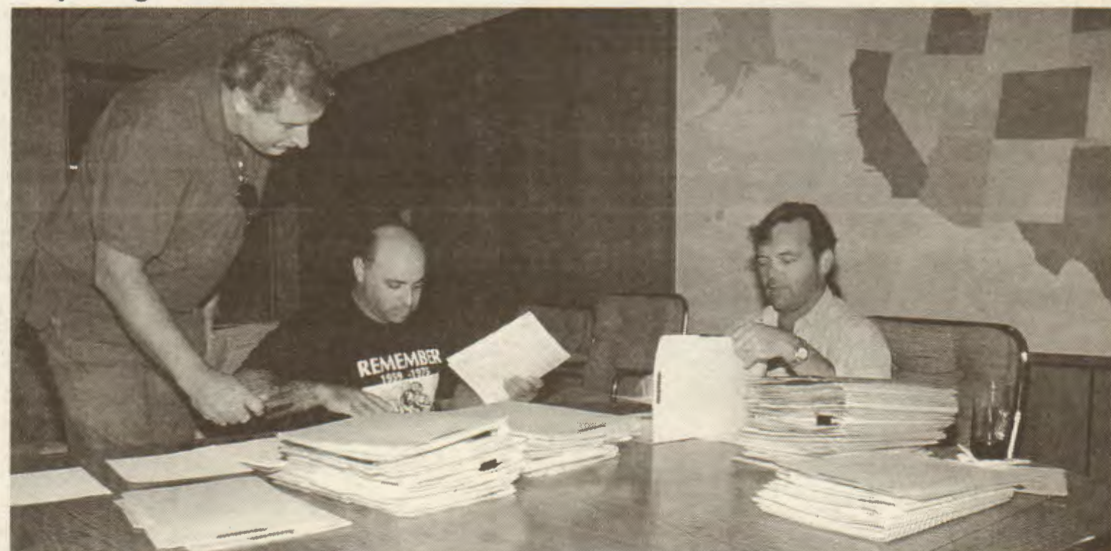
The series then exposes how some American shipowners are using the runaway-flag registries of Panama, Liberia, Belize and the Marshall Islands to avoid paying U.S. taxes and to keep from meeting U.S. safety and crewing standards.

The *Chronicle* listed several salaries paid to foreign mariners: a Lithuanian captain received \$2,500 a month, a "restaurant-quality" Lithuanian cook signed on for \$700 monthly and a Filipino ordinary seaman got \$286 in monthly base pay.

- Mississippi River pilots have helped the U.S. Coast Guard document hundreds of incidents when mechanical problems on foreign-flag vessels have nearly caused serious accidents in the shipping channel in and around New Orleans.

- Cuts in the Coast Guard budget and staff may result in the agency not being able to adequately perform its duties of inspecting vessels entering America's ports.

### Preparing for Next Year



A committee of three bosuns reviews the applications of fellow deck department members for enrollment in the two bosun recertification classes scheduled for 1997 at the Seafarers Harry Lundeberg School of Seamanship. From the left are Skip Yager, who sails from the port of San Francisco, George Khan of New York and J.C. Dillon from New Orleans.

# Seafarers Applaud U.S. Ship Bill's Passage by Senate

"Wonderful!" "Outstanding!" "Fantastic!"

These are just some of the reactions of Seafarers from across the country to the news that the Maritime Security Act was passed 88-10 by the Senate on September 24.

The measure, also known as H.R. 1350, outlines a 10-year, \$1 billion program to provide funding for nearly 50 militarily useful U.S.-flag vessels.

The Maritime Security Act cleared the House of Representatives in December 1995 with bipartisan support during a voice vote. The final step for the act to become law took place as the *Seafarers LOG* went to press when President Clinton signed the bill.

## Future Employment

"This is great!" stated QMED Fred Gibson of Baltimore. "The best part is it means job opportunities, and it will keep U.S. ships from going foreign flag."

Other Seafarers also responded to the fact that jobs would stay in this country.

"It is a great guarantee of jobs for Seafarers for the next 10 years," said Chris Earhart, an engine department member who sails

from Wilmington, Calif. "I have two brothers in the SIU and we are all psyched. It is important to our whole family—including Mom, who wants to see her sons' futures secure."

Chief Steward Lanette Lopez from the port of Baltimore said her experience aboard SIU-crewed military ships showed her "the merchant marine has played a big part in the country's national security and economic security. People rely on this industry. It's an important part of America."

Chief Cook Charles Atkins added, "This creates jobs for the industry and for the SIU. It will make my future better, and the country as a whole will benefit, both in economic security and national security."

## Available to Military

The legislation calls for companies whose ships are registered in the program to make the vessels as well as their infrastructure avail-

able to the military in times of war or national emergency. Also, the armed forces could use these vessels to transport cargo during times of peace.

Several senators noted during the two days of debate on the bill that it would cost the federal government up to eight times as much as is being funded in H.R. 1350 to build the ships and infrastructure that would be supplied by the legislation.

## Contacting Representatives

Atkins, a galley gang member from Seattle, was one of many Seafarers who contacted his elected officials seeking support for the Maritime Security Act. Another was Chief Cook Shawn Fujiwara, who is sailing aboard the *Global Sentinel*.

"I'm proud that this has passed," Fujiwara told the *Seafarers LOG*. "I wrote both of my senators asking them to pass



With the thumbs up sign, Seafarers aboard the *Nedlloyd Holland* show their joy upon hearing the Senate had passed the Maritime Security Act. From the left are Steward/Baker Ronnie Hall, QMED Stephen Roberts, Bosun Freddie Goethe, SA Vidal Valestreos, Wiper Mike McGloer, AB Tom Cuddihy, Electrician Monroe Monseur and AB Ernesto Guarin.

the bill. Now I'll write them to thank them for their votes."

AB Nick Marcantonio from New York remembered how disappointed he and other Seafarers were when the Senate failed to pass a similar measure in 1994.

"I am proud of the way the union and the membership pulled together to fight until the bill was approved," noted the deck department member. "No one ever quit. Everyone kept going. In the end, it paid off for all of us."

Besides the letters, calls and visits with legislators, AB Rudy Santos said the vote demonstrated why members should give to SPAD (the Seafarers Political Action Donation) to support the elected officials who back the merchant fleet.

"I think this shows the importance of SPAD," the Wilmington deck department member stated. "The bill is a good thing because it preserves U.S. jobs."

When the crews of the *Sea-Land Hawaii* and *Nedlloyd Holland* were informed shortly after docking in Port Elizabeth, N.J. that the bill had passed, all the members started cheering, reported Patrolman Sean Ryan.

"It was a great feeling to be on those ships when they heard the news," Ryan recalled. "All of the members were very happy and congratulated the work done by the union and by SIU President Mike Sacco in passing it."

On the West Coast, Seattle Patrolman Tim Fitzgerald related the crew of the *Overseas Boston* was "very happy to receive the news" when he boarded the tanker in Ferndale, Wash. Although ships covered in the bill do not include tankers, he added the crewmembers knew the bill helped other parts of the U.S.-flag fleet—which made it important to all of them.

## Center's Deep Sea Advisory Group Examines Evolving Training Needs STCW's Impact Is One of Key Issues Tackled

The impact of international regulations on the training and certification of deep sea mariners was one of many important topics addressed last month by the Paul Hall Center's Deep Sea Advisory Board during two days of meetings in Piney Point, Md.

Representatives from the SIU, the Paul Hall Center and SIU-contracted deep sea operators took part in the highly interactive meetings September 25 and 26.

Among the subjects covered during the sessions were the deep sea industry's training needs and the courses available for Seafarers at the Paul Hall Center's Lundeberg School of Seamanship. Participants discussed various ef-

fects of the amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). They talked about a possible restructuring of the school's program for entry-level mariners.

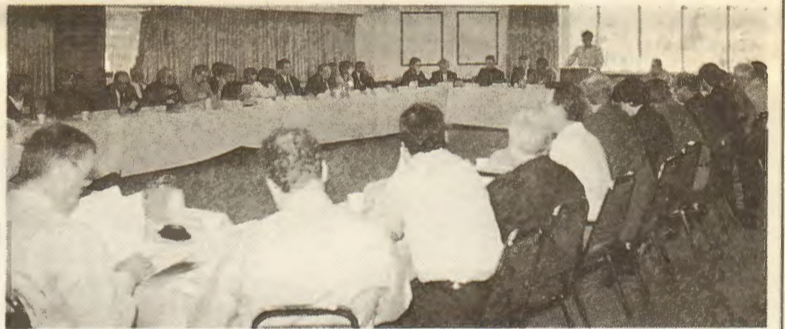
Additionally, they examined a sample of a proposed training-records booklet designed to help ensure that mariners fully comply with the STCW and various other regulations.

Further, the board members exchanged ideas about ways to reduce shipboard injuries as well as increase the quality of medical treatment received by mariners who are injured or ill.

The volunteer group also

touched on the Senate's passage of the Maritime Security Act (which took place the evening before the board meeting began) and the need to support pro-maritime candidates in the upcoming elections.

"There's life in this industry, and we will continue to grow and prosper as long as we work together and pay attention to the issues," SIU President Michael Sacco said in kicking off the meeting. He cited the lengthy battle to win Senate passage of the Maritime Security Act as a telling example both of the impact of politics on the U.S.-flag fleet and the need for all segments of the industry to work together to ensure the maritime sector survives and flourishes.



The Deep Sea Advisory Board meeting last month in Piney Point, Md. emphasized the training and certification needs of deep sea mariners, plus other important topics affecting the industry.

## Major Changes

Bill Eglinton, director of vocational education at the school and a regular participant in international meetings leading to ratification last year of amendments to the STCW convention, described the 100-nation treaty as "without a doubt, one of the biggest changes ever to hit our industry. It is overwhelming."

Originally ratified in 1978, the pact sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide. (See story, page 6.)

Eglinton pointed out a key aspect to the United States' efforts to comply with the treaty. The United States did not become signatory to the original convention until 1991, he noted. At that time, the U.S. was given five years to "reach total compliance" (hence the October 1 deadline for possessing STCW certificates). "But the 1995 amendments have left us caught between the '78 convention and the amendments," he noted. "In some cases, the U.S. has no choice but to change our training and certification midstream."

One significant aspect of the STCW treaty is that it calls for practical demonstration of skills as part of testing for a rating or endorsement. Theoretically, it also

greatly increases the potential number of testing agents in America because, to a large extent, it will allow training facilities to be self-certifying. Realistically, though, the pact likely will adversely impact inefficient maritime schools and fly-by-night outfits while helping well-run facilities like the Paul Hall Center, Eglinton stated.

He and Nick Marrone, acting vice president of the center, pointed out that the Lundeberg School always has emphasized the hands-on training called for by the STCW convention.

"Skills-based training is not a novel approach for the Paul Hall Center," Marrone noted. "All of our courses include hands-on training. . . . As the union and the school have stated for years, qualified individuals should be the product of vocational training institutions, not students who memorized test questions and answers."

In addition, Eglinton remarked that every Lundeberg School course utilized by Seafarers to meet STCW requirements is being revamped to enable SIU members to most efficiently comply with the new regulations. This follows internal and external review of the



During a tour of the Paul Hall Center by the Deep Sea Advisory Board, instructor Eric Malzkahn (far left) explains how the Lundeberg School's equipment is utilized by students in vocational upgrading courses.

Continued on page 6

# MSCPAC Vessels Assist Persian Gulf Task Force

Three Seafarers-crewed Military Sealift Command-Pacific Fleet (MSCPAC) ships are among the vessels deployed to the Persian Gulf following Iraqi attacks on its Kurdish population in late August.

The *USNS Tippecanoe*, *USNS Niagara Falls* and *USNS Catawba* are part of the task force supporting U.S. Navy combat ships that fired cruise missiles at Iraqi military installations just after Labor Day.

The United States announced it launched the retaliatory attack because Iraq had violated United Nations peace provisions which ended the Persian Gulf War in 1991.

"Our members know they

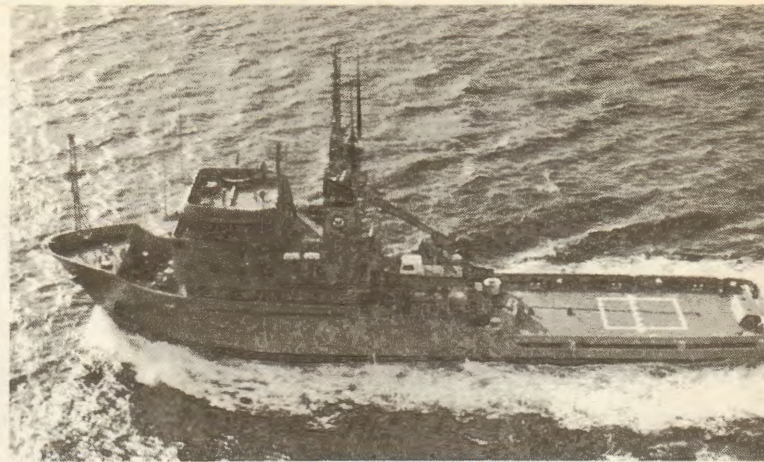
have to be ready for any action," noted Roy "Buck" Mercer, SIU vice president for government services. "They are prepared to do whatever their country asks them to do, as seen with the recent Persian Gulf deployment."

The MSCPAC fleet is composed of civilian-crewed military support ships. These vessels provided logistical sealift support to U.S. forces during the military build-up, then fighting in Kuwait and Iraq during 1990 and 1991.

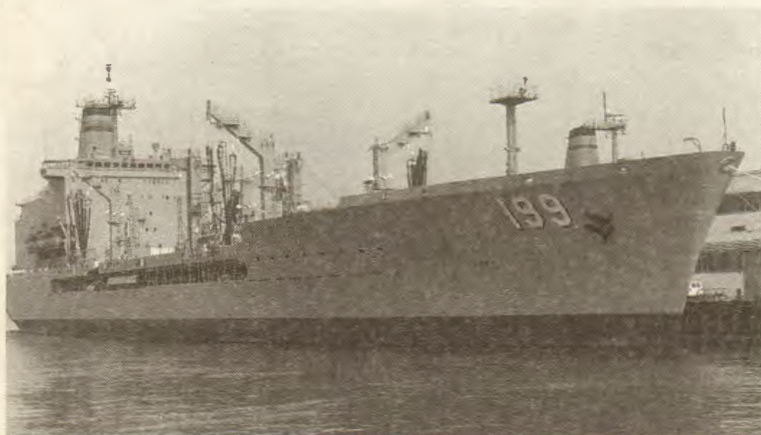
The MSCPAC ships assigned to the task force last month represent three of the different kinds of support provided by the fleet.

The *USNS Tippecanoe* is a

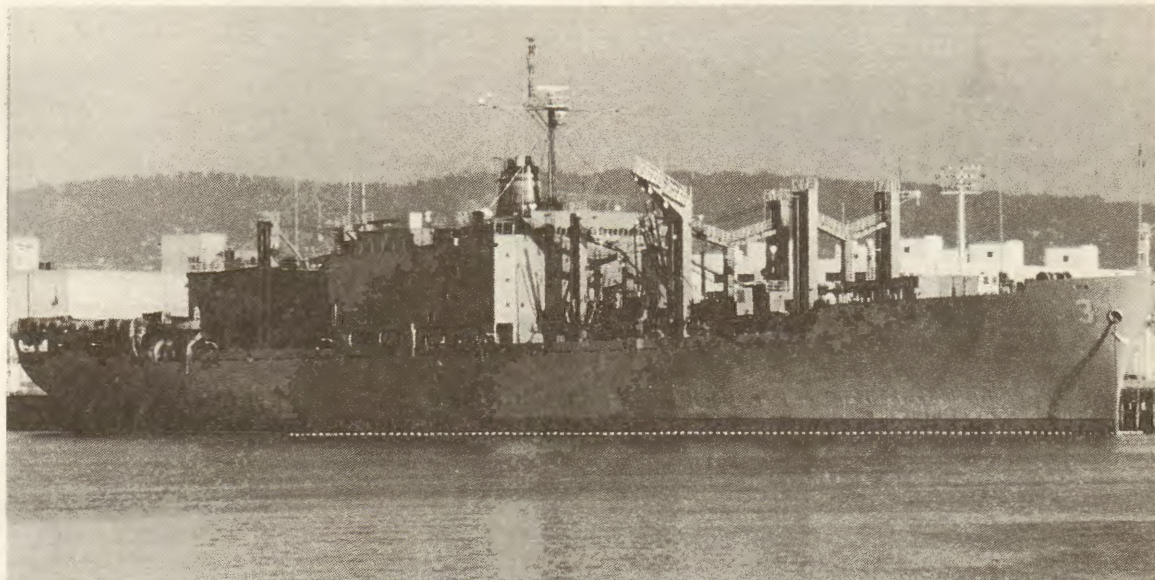
fleet oiler which distributes ship and aviation fuel to Navy combat vessels. The *USNS Niagara Falls* is a stores ship which transports food, spare parts, mail and other supplies to Navy ships. Finally, the *USNS Catawba* is an ocean-going tugboat designed for towing and salvage operations.



Standing by to provide a U.S. Navy task force in the Persian Gulf with possible towing or salvage operations is the SIU-crewed *USNS Catawba*.



Seafarers aboard the *USNS Tippecanoe* supply ship and aviation fuel to U.S. Navy combat vessels deployed in the Persian Gulf.



As one of three Seafarers-crewed MSCPAC vessels sailing in the Persian Gulf in support of a U.S. Navy task force, the *USNS Niagara Falls* provides food, spare parts and other goods.

## O/S Juneau Bosun Praises New Union Riding Gang

The *Overseas Juneau* became the first SIU-crewed ship to utilize a provision found in the new standard tanker agreement—a riding gang composed of Seafarers.

"It's a great idea, and the first crews worked out well," stated Bosun Lance Zollner shortly after he signed off the vessel.

The *Overseas Juneau* was sailing between Valdez, Alaska and ports on the West Coast when the riding gang reported to the ship.

"It's always better to have union guys on board," Zollner said. "They just became part of the regular crew."

The members of the riding gang were assigned to painting and chipping duties, the bosun noted.

"These jobs are a good way for

newer members to learn more and improve their skills aboard a ship. It also is a good way to build seafaring," Zollner added.

"In fact, these are good jobs. I see no down side to them and they are good for the union."

Under the terms of the new agreement, members of riding gangs work a 12-hour day and are classified in either Group I or Group II.

Group I members of a riding gang must have a QMED rating. They receive the QMED hourly rate of pay. Those classified in Group II must possess at least an AB (green ticket) or OMU rating. Their pay is based on the AB Maintenance hourly rate.

## AB Perishes in Accident

Tragedy struck in Baltimore on September 19 as AB David Wayne Scott passed away as a result of a dockside accident.

Brother Scott was 41 years old.

The accident reportedly happened while Scott and other crewmembers from the *USNS Capella*, as well as private contractors, were engaged in operations to transport a cherry-picker from the dock to the ship's deck. As it was being lifted, a loading strap broke, allowing the picker's boom to fall. The boom struck Brother Scott in the head.

The U.S. Coast Guard has completed its investigation regarding the cause of the mishap, but the report has not been released.

"On behalf of the entire membership and all of our officials, I want to express our deepest sympathies to Brother Scott's family. Our thoughts and prayers are with them," said SIU President Michael Sacco. "Obviously, words seem insufficient at a time like this. But the SIU family shares in this suffering, for we have lost one of our own."

Brother Scott graduated from the Lundeberg School in 1972, as a member of Class No. 93. He first sailed as a general utility aboard the *Overseas Aleutian*.

After sailing for two years, Brother Scott left the SIU. He rejoined the union in Baltimore in 1992.

## Puerto Rico Hit by Hortense Damage by Rains Said to Be Worst in Decades

Seafarers in hurricane-weary Puerto Rico once again were called into action when Hurricane Hortense nearly devastated the area with rains that unleashed massive mud-slides and flash floods. The storm left 20 dead in its wake.

The SIU hall in Santurce was shut down for one week beginning Monday, September 9 when Hortense—which began as an on-again, off-again tropical storm predicted to miss Puerto Rico—turned into a full-force hurricane. It hit the island with 80 mile-an-hour winds and more than 18 inches of rain in 24 hours.

Officials said Hortense caused the worst flooding in Puerto Rico in decades.

While the storm caught many by surprise, Santurce Port Agent Steve Ruiz reported SIU members were prepared to help secure the port when the U.S. Coast Guard shut it down September 10 and 11.

SIU-contracted Crowley American Transport discontinued all cargo operations, and Seafarers helped tie up the company's tugs and barges in the port. Additionally, Seafarers made sure cranes and other equipment at the Navieras NPR, Inc. and Sea-Land Service docks were tightly secured. SIU members also maintained around-the-clock watches in the port to ensure all equipment remained in place as the hurricane passed over the island.

"Our members who worked under the hurricane emergency plan did an outstanding job," Ruiz said. "They maintained 24-hour shifts to make sure everything in port remained secure during the

storm."

Because its sustained winds were not thought to be severe—about 80 miles per hour—Hortense had not been considered a major threat to Puerto Rico.

However, damage to the island by the hurricane was substantial. The blinding rain caused rivers to swell more than 30 feet above normal. Homes were completely cleared away by rushing waters which quickly flooded the island. Press reports stated most of the 20 casualties were young children swept away by the sudden rise and force of the waters.

Almost all of the island's 3.7 million residents were left without electricity and running water. At press time, some residents were still without water.

Despite the severe damage, according to SIU Patrolman Jose Marrero, of the hundreds of SIU members who reside in the Puerto Rico area, no one was hurt or suffered serious damage to their homes. All Seafarers who assisted operations in the port during the hurricane emergency plan remained safe.

"We are all very lucky. Many people agree that this storm was worse than Hugo in 1989—which was the most severe hurricane of the last 10 years," he stated.

About 3,000 San Juan residents suffered some type of damage from Hortense and approximately 850 homes were completely destroyed, according to press reports. President Clinton declared Puerto Rico a federal disaster area, making the residents and businesses of the island eligible for federal aid.

## NOTICE

### Seafarers Money Purchase Pension Plan

This is to clarify the status of the Seafarers Money Purchase Pension Plan (SMPPP).

The SMPPP is part of the standard freightship and tanker contracts approved earlier this year by the membership. The SMPPP is an individual, interest-earning investment account plan funded by daily contributions made on behalf of the employee by contracted companies. Seafarers also have the option of voluntarily contributing to their fund.

Currently, the Internal Revenue Service (IRS) is in the process of completing final paperwork to approve the SMPPP. No problems are anticipated;

however, it is taking some time to get through all the 'red tape.'

Meanwhile, signatory companies have been contributing to the individual SMPPP accounts, retroactive to the effective date of the contracts. These contributions are being held in an interest-bearing account, maintained by the Pension Plan; agreements will go to the individual Seafarers on whose behalf the contributions were made.

SIU members will be notified when the IRS gives final approval to the SMPPP as well as when they may begin making contributions.

# Legislators Stand Up for U.S. Fleet

Both Republicans and Democrats spoke out in favor of passage of the Maritime Security Act and U.S. merchant mariners during the two days of debate on H.R. 1350. The following are excerpts taken from the *Congressional Record*.



Trent Lott

**Trent Lott** (R-Miss.): "I stand here today on the Senate floor and proudly ask my colleagues to support the Maritime Security Program to guarantee that our

nation will have the nucleus of modern, militarily useful active commercial vessels sailing under the American flag. This vote will ensure that whenever the United States decides to project American forces overseas for either an emergency or national defense, there will be a maritime lifeline."

**Ted Stevens** (R-Alaska):

"Military capability and surge sealift are only two legs of the three-legged stool for our advance-deployed military force.

The third leg is the ability to sustain these forces over extended periods of time, after we place them in foreign territory far from home. The Maritime Security Program in H.R. 1350 provides that third leg."



Daniel Inouye

**Daniel Inouye** (D-Hawaii): "We must, therefore, have in place a modern, capable, and reliable U.S.-flag fleet with the same loyal Americans to

crew them whose predecessors have never let us down in more than 200 years of our nation's history."

**Kay Bailey Hutchison** (R-Texas): "We were able to put American cargo on American ships using American crews to deliver to our American troops. In a time of crisis, we cannot depend on foreign ships. We cannot depend on foreign crews for sealift



Kay Bailey Hutchison

vessels that are operating every day out there, that are crewed with U.S. men and women who have been trained and who are able-bodied seamen, who understand how to run these



John Breaux

and sustainment requirements."

**John Breaux** (D-La.): "It is far better to say that we are going to help the operation of some American commercial

ships, do it every day, that we can call on those ships and say, yes, this is an emergency in a particular part of the world, and we need this ship right away to transport ammunition and equipment to some far part of the world to take care of a national emergency."



Ernest Hollings

the kindness of other nations to achieve important national economic and national security objectives."

**Max Baucus** (D-Mont.): "This bill through the building of the



Max Baucus

those manufacturing the parts."

**Barbara Mikulski** (D-Md.):

"This bill is critical for America's future. This bill is about our national security. A strong, vibrant merchant marine is absolutely critical



Barbara Mikulski

fleet will create jobs in many sectors of the economy. The increase in the economy will range from the workers on the ship all the way to

to our national defense and our economic security. We need to ask ourselves one simple question: Do we want to have an American shipping industry in the 21st century? The answer is an unequivocal yes!"



Tom Harkin

**Tom Harkin** (D-Iowa): "I have always believed, and still do, that it is important to support our U.S.-flag merchant marine as a matter of national security. Also, because shipping is an important basic U.S. industry, with U.S. jobs at stake, employing U.S. citizens, people who work and raise their families here and pay their taxes in this country, I believe it is important to have a U.S. merchant fleet."

## Senate Passes Maritime Revitalization Program

*Continued from page 1*

ka), Kay Bailey Hutchison (R-Texas), Daniel Inouye (D-Hawaii) and John Breaux (D-La.).

Joining Sacco in saluting the Senate was Transportation Secretary Federico Peña, who said, "Congress has acted responsibly in assuring that the United States will continue to have a fleet of U.S.-flag commercial vessels. This makes good sense for the United States strategically and economically."

Sacco also noted the hard work performed by SIU members and their families in securing passage of the measure.

"Your letters, telephone calls and visits with the members of Congress and your support of SPAD paved the way for passage of this historic legislation," Sacco told Seafarers in a statement to the membership.

### Historic Measure

The SIU president further noted the historic significance of the bill. It is the first major piece of legislation affecting the U.S.-flag merchant fleet passed by Congress since the Merchant Marine Act of 1970.

Stevens, who served as the Republican floor manager for the bill, reminded his colleagues that the Senate Commerce Committee had been working on maritime revitalization legislation for more than two decades.

### Congressional Actions

The most recent effort to enact a bill of this nature began in 1992 when Andrew Card, who was serving as transportation secretary in the Bush administration, proposed a seven-year program to the committee. However, Congress adjourned before action could be taken.

A different version, calling for a 10-year program with fewer funds than proposed by Card, was introduced by both Democrats and Republicans in Congress in 1993 following a meeting of maritime industry, shipbuilding and labor officials with Peña.

While versions of that measure passed the House of Representatives during the 103rd Congress in both 1993 and 1994, maritime revitalization was killed by farm-state senators.

When the 104th Congress convened in 1995, both the House and Senate began considering the 10-year program again. The SIU testified in favor of the legislation before both the House Merchant Marine Oversight Panel and the Senate Surface Transportation and Merchant Marine Subcommittee that year.

The House completed work on its version of the Maritime Security Act in December 1995 when the measure was cleared with strong bipartisan support during a voice vote. The Senate then adopted H.R. 1350 for consideration.

The Maritime Security Act outlines a program that calls for the companies receiving the funds to make the ships as well as their infrastructure available for use by the U.S. armed forces in times of war or national emergency. Ships registered in the program, which is scheduled to begin during Fiscal Year 1996, also would be available to transport military cargo in times of peace.

### Saves Money

Being able to use a ready-made system of U.S.-flag shipping and its infrastructure apparently was important to members of the Senate.

"The Maritime Security Act will provide a fleet of militarily useful U.S.-flag commercial vessels and their American-citizen crews for our nation's defense sealift as well as guaranteed access to modern intermodal transportation networks and management that can deliver cargo from Kansas to Kuwait and track it every step of the way," noted Hutchison, chairman of the Senate Surface Transportation and Merchant Marine Subcommittee.

"For the Defense Department to duplicate this necessary capability, it would cost over \$800 million per year, eight times the year cost of the Maritime Security Program," she added.

### Security Aspects

With recent military activity in Iraq on the minds of the senators, the national security aspects of the bill were brought to light by several of the legislators.

"This bill is important to the national security, the national defense of the United States," noted Breaux.

"We must make sure that our soldiers, sailors, marines and airmen will not have to count on foreign-flag ships to bring their supplies and ammunition to a hostile shore," added Lott.

"They have urged us to support the U.S.-flag merchant marine, because they know that the government-owned Ready Reserve Force—the Pentagon's rapid deployment fleet—relies absolutely on the availability of American-citizen merchant mariners to crew its ships. If there is no maritime employment, there will be no merchant mariners," the Mississippi senator stated.

"When the world makes a 9-1-1 call to America, we must be ready," said Sen. Barbara Mikulski (D-Md.). "We must have a merchant marine ready to defend our national security and our economic security."

### Implementation Under Way

Maritime Administrator Albert Herberger announced the U.S. Maritime Administration already is preparing to implement the new program.

"These vessels play an important role in international commerce when a U.S. presence is needed to assure carriage of vital imports and exports during wartime and during peace," Herberger pointed out.

Soon after the Senate passed H.R. 1350, two SIU-contracted companies, Sea-Land Service and Crowley Maritime, stated in news reports they would be applying to the U.S. Maritime Administration for consideration into the Maritime Security Program.

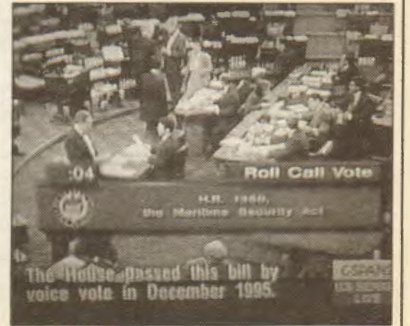
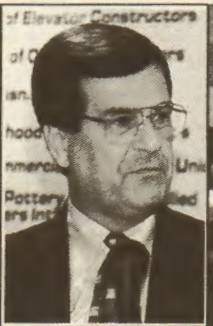
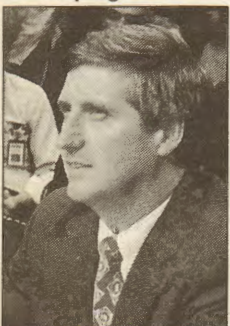
## Evolution of the Maritime Security Act

**June 1992 —** Andrew Card, Bush administration secretary of transportation, proposes a seven-year, \$1.1 billion maritime revitalization program.

**May 1993 —** Reps. Gerry Studds (D-Mass.), William Lipinski (D-Ill.), Jack Fields (R-Texas) and Herbert Bateman (R-Va.) introduce a 10-year maritime revitalization program. The House passes the measure, but farm-state legislators kill it in the Senate in 1994.

**1995 —** Work continues to enact a U.S. ship bill during the 104th Congress. Transportation Secretary Federico Peña and Sen. Trent Lott (R-Miss.) update the AFL-CIO Maritime Trades Department. During the hearings held on the bill, Maritime Administrator Albert Herberger and General Robert Rutherford, head of the military's logistics command, speaks in its favor. In December, the House overwhelmingly passes the measure.

**Fall 1996 —** After the Senate debates and passes the Maritime Security Act by an 88-10 margin, President Clinton signs it into law.



# Deep Sea Advisory Group Studies Impact of Int'l Regs.

Continued from page 3

school's entire curriculum, which was done in an ongoing effort to ensure it offers the best possible training for Seafarers.

Staff members of the center also directed board members' attention to many other topics:

- J.C. Wiegman, assistant director of vocational education at the Lundeberg School, led a discussion regarding possible implementation of a training record and assessment book for mariners. Such a document, while not mandatory, could prove extremely useful to individual mariners in light of the numerous training requirements related to the STCW convention. (It could be used both for personal record-keeping purposes and proof of training.)

- Wiegman also reminded the board that the Lundeberg School offers specialized training based on the unique needs of SIU-contracted vessel operators.

- Priscilla Dement, the center's director of admissions, updated the group on the number of students who have taken courses



SIU President Michael Sacco (standing) cites the need for all segments of the U.S.-flag industry to work together in order to ensure the maritime sector survives and flourishes.

at the Lundeberg School. Since the facility opened in 1967, approximately 20,000 young men and women from every state in the U.S., Puerto Rico and several U.S. territories have graduated from the entry rating program, Dement reported.

- Meanwhile, nearly 40,000 SIU members have completed upgrading classes at the school, she noted.

Dement also outlined some of the new courses available, including a preview of the 1997 training schedule.

- Instructor Russ Levin explained how the Paul Hall Center staff endeavors to help students take full advantage of the school's various courses, including some that are designed to supplement and facilitate vocational education. He mentioned that the school offers a GED program, a state-accredited associates degree curriculum, computer training,

English as a second language (ESL) classes, and tutorial support.

"These courses and all aspects of the school are designed to benefit the members as well as the companies," he stated. "By receiving a quality education here, students improve both as seamen and as people."

- Instructor Eric Malzkuhn detailed a proposed reworking of the school's program for entry-level Seafarers. He also reviewed the center's engine department courses for deep sea mariners.

Similarly, instructors Ben Cusic and Allan Sherwin described the deck and steward curriculums, respectively.

Also, Jim Hansen, who is in charge of the school's safety training, outlined the center's firefighting, CPR and first aid courses. He noted that the instructors who teach those classes have a combined 130 years' experience provid-



Lundeberg School Director of Vocational Education Bill Eglinton's presentation on STCW was a focal point of the two-day meeting. He described the pact as "one of the biggest changes ever to hit our industry."

ing training in those subjects.

- Mike Cameron of LASH Services, Inc. shared the results of a program his company utilized to decrease shipboard injuries as well as secure prompt, quality treatment for such injuries.

Several subcommittees were formed to address in even greater detail a handful of topics covered during the two-day session. The subcommittees plan to meet sometime before the next full board meeting, which is tentatively planned for April 1997.

In addition to the people representing the school and the union, those attending the Deep Sea Advisory Board meeting were Dolores O'Donnell and Ralph Peterson of Maersk, Kevin Clarke of Sheridan Transportation, Georgetown Lewis of RR & VO Partnership, Roy Tolley of Sea-Land Service, Steve Alexander of BP Oil, Richard Evans and Victor

Carreras of Navieras NPR, Fred Rosser of Kirby Tankships and Capt. David Hussey of Liberty Maritime.

Also present were Carol Martin of Delta Queen Steamboat Co., Tony Naccarato of OMI Corp., Joseph Cecire and John Torgersen of Bay Ship Management, James Mann of Matson Navigation, Bill Cole and Pat Postiglione of Maritime Overseas, Harry Rogers and Bob Rogers of Interocean Uglund Management Corp., Janet Saedi of Osprey-Acomarit Ship Management and Mike DiPrisco of Crowley Maritime.

Other participants included Jim Hannon of Sealift, Inc., Steve Nielsen and George Reilly of Energy Transportation Corp., Michael Hopkins of Crowley American Transport, Paul Hagstrom and Mike Swayne of Transoceanic Cable Ship Co, Tara Diminich of V Ships Marine, and John Morrison of Ocean Ships, Inc.

## STCW Certificate Deadline Passes for Tankerman Assistants, ABs

### Watchstanding DEUs Also Need STCW Endorsement; IMO Extends Date for Other Engine Ratings

As of October 1, tankerman assistants and watchstanding ABs must possess an STCW certificate while sailing aboard vessels in international waters.

DEUs who stand watch also must have an STCW certificate, in order to comply with an international treaty designed to help promote and enforce safety at sea by establishing certain standards for the endorsement, training and skills needed by mariners worldwide.

In an important related development, a subcommittee of the International Maritime Organization (IMO) last month announced that the final deadline for ratings forming part of an engine watch to acquire an STCW certificate has been changed from February 1997 to the year 2002.

However, because in some instances nations signatory to the STCW convention may implement parts of the treaty earlier than the international deadlines, it remains possible that the U.S. Coast Guard may require ratings forming part of an engine watch to secure an STCW certificate before 2002. The *Seafarers LOG* will update this situation as information becomes available.

Meanwhile, the SIU strongly recommends that all members who possess a lifeboat ticket apply for an STCW certificate as soon as possible indicating they are "proficient in the use of water survival craft." The union makes this suggestion because the 1995 amendments to the STCW

convention almost certainly will affect all personnel aboard vessels in the future.

For now, however, only the following unlicensed mariners are required to hold an STCW certificate as of October 1: Bosuns, ABs and pumpmen who sail aboard tankers (all of whom should be rated as tankerman assistants); and watchstanding ABs and DEUs who sail aboard deep sea ships.

An STCW certificate is a supplementary form of shipboard identification that basically contains the same information found on a z-card. It is available, at no charge, through the U.S. Coast Guard's regional exam centers (RECs).

Previously, due to the workloads at the RECs, the union recommended that Seafarers apply for certificates by mail. However, since the October 1 deadline already has passed, mariners who haven't secured the certificates should consider first telephoning an REC to make sure they can handle the issuance, then going to the REC to apply (see list below).

As reported in previous issues of the *Seafarers LOG*, bosuns and ABs who sail aboard tankers should secure an STCW certificate that states the following: tankerman assistant, and rating forming part of a navigational watch. Pumpmen only need the tankerman assistant designation.

In order to receive the tankerman-assistant listing on their STCW certificate, those mariners should go to an REC and present

their z-card, plus discharges or letters indicating at least 90 days' sea time aboard tankers within the last five years, along with certificates reflecting successful completion of a firefighting course.

If Seafarers still choose to apply by mail, they should include photocopies of the following: their z-cards, certificates reflecting successful completion of a firefighting course, and discharges or letters proving at least 90 days' sea time aboard tankers. Be sure to indicate that the application is for the STCW certificate, and that the certificate should include the designation "tankerman assistant."

Also, keep a photocopy of what has been mailed, for personal records. Seafarers may want to send their information by certified mail to ensure receipt by the Coast Guard.

If SIU members have any problems in these matters that are not being addressed at the RECs, they may contact the Paul Hall Center at (301) 994-0010, extension 5270.

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

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

#### International Agreement

STCW stands for the International Convention on Standards of Training, Certification and Watchkeeping for mariners. Approximately 100 nations, including the United States, are signatory to the STCW convention. Their fleets represent nearly 95 percent of the world's merchant-ship tonnage.

The treaty first was ratified in 1978 and since then has been amended, most recently in 1995. (The SIU regularly participated in the two-year series of meetings leading to

last year's amendments.) According to the STCW amendments which were approved last year, most of which take effect in February 1997, the IMO will have the authority to enforce the pact's rules on the training and certification of mariners. The IMO, created by the United Nations in 1959 to improve safety at sea, will require reports on the efforts of signatory nations to comply with the updated convention.

With the IMO's expanded enforcement authority, vessels crewed by mariners from flag-states whose training facilities and procedures for certification do not meet the STCW's standards may be turned away from ports worldwide, the updated agreement states. With that in mind, the shipping industry should have plenty of incentive to help bolster training standards, noted a number of convention participants.

As in the past, signatory nations still may have more stringent rules than those set out in the STCW. In those cases, the agreement does not override the laws of countries which maintain higher standards and stricter qualifications.

#### U.S. Coast Guard Regional Exam Centers' Telephone Numbers

Anchorage, AK	(907) 271-6733 or 271-6735
Baltimore, MD	(410) 962-5132
Boston, MA	(617) 223-3040
Charleston, SC	(803) 724-7693
Honolulu, HI	(808) 522-8258
Houston, TX	(713) 947-0044
Juneau, AK	(907) 463-2450
Long Beach, CA	(310) 980-4483 or 980-4485
Memphis, TN	(901) 544-3297
Miami, FL	(305) 536-6548
New Orleans, LA	(504) 589-6183
New York, NY	(212) 668-6395
Portland, OR	(503) 240-9346
St. Louis, MO	(314) 539-2657
Alameda, CA	(510) 437-3092 or 437-3093
Seattle, WA	(206) 217-6115
Toledo, OH	(419) 259-6394 or 259-6395

#### Who Needs an STCW Certificate as of October 1, 1996

Bosuns sailing tankers  
ABs sailing tankers  
Chief pumpmen

Second pumpmen  
Watchstanding ABs  
Watchstanding DEUs

#### Information their certificates should include:

##### RATING

Bosuns and ABs sailing tankers

Chief pumpmen and second pumpmen  
Watchstanding ABs and DEUs

##### INFORMATION

Tankerman assistant endorsement  
Rating forming part of a navigational watch  
Tankerman assistant endorsement  
Rating forming part of a navigational watch

# Graduating Recertified Bosuns Receive High Praise

"Outstanding," "talented" and "superior" were words chosen by union officials and instructors to describe the eight bosuns who graduated from the recertification program during last month's membership meeting in Piney Point, Md.

"I think everyone who has been fortunate enough to work with these bosuns while they completed their education here at the school will agree that they are truly a fine group of seamen. I know they are going to go out there and do a great job," stated Executive Vice President Joseph Sacco as he called the September 3 meeting to order.

"This was an outstanding group of bosuns," J.C. Wiegman, assistant director of vocational education at the Lundeberg School, told a reporter for the *Seafarers LOG*.

"All the instructors who dealt with them commented on what a fine bunch they were. They involved themselves in many different areas while they were here and really benefitted the young trainees who were able to learn more about their roles on a ship," Wiegman added.

Firefighting instructor John Smith noted that the bosuns were "some of the finest Seafarers I have ever taught. A real pleasure to work with and extremely helpful to the trainees."

The members receiving this praise were **Jay Dillon, Billy Eastwood, George Khan, Michael Proveaux, Rudy Santos, Robert Trainor, Thomas Votsis and Skip Yager**, who completed the highest curriculum available to Seafarers who sail in the deck department. As they were called to accept their graduation certificates, each bosun took a turn at the podium to thank union officials and instructors for their support and encouragement.

"This is a very big day for me," said Votsis, who sails from the port of Norfolk, Va. "I am very excited to be a recertified bosun. This union means everything to me."

Eastwood, with his graduation certifi-



The eight recertified bosuns pose for a photo following completion of the firefighting segment of the course. They are (from left, kneeling) Robert Trainor, Thomas Votsis, Rudy A. Santos, (second row) Michael Proveaux, Stormie Combs (instructor), Jay Dillon, Skip Yager, George Khan, Billy Eastwood and Jimmy Hanson (instructor).

cate in hand, stated, "Thank you all. This means the world."

## Importance of Membership

Although they said it in different ways, the eight men emphasized the importance of being SIU members and continuing to advance themselves through the Lundeberg School.

Khan, who sails from the port of New York, advised the upgraders and trainees in the audience to return to Piney Point as often as possible to upgrade skills and stay on top of the maritime industry.

"To the trainees, I'd like to say—don't give up. Keep coming back and some day you can become recertified. I think that we are a smart and informed membership as well as the smartest and best trained sailors in the world.

"I have been in this union for 18 years and I have been a trainee, an upgrader and now, a recertified bosun. I am proud and grateful to be in this union, and I'll do my best to make us all look good when I'm back out at sea," Khan proclaimed.

Santos had additional advice for the group of trainees going through the school. "Always do your best to learn something new. This is your life and your future, and one day you may be a recertified bosun. Never forget our SIU. Always support the union and it will support us," he said.

"I would like to dedicate my success to the late SIU President Paul Hall, who made this possible for me. Being accepted into this class and completing it has been the ultimate honor," said Trainor, a Wil-

lington, Calif. native.

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

## Broad Curriculum

Through a combination of hands-on exercises and classroom work, the bosuns completed advanced classes in wire splicing and navigation. They utilized the Paul Hall Center's simulator, which reproduces sailing conditions in ports around the world.

Yager emphasized the importance of having an educational facility such as the Lundeberg School. "What we have here is unique, and I hope you will all continue to take advantage of the opportunities available," noted the Seafarer, who sails from the port of San Francisco.

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

Following an extensive series of drills, exercises and classroom work in each area of study, the bosuns had to demonstrate their proficiency by passing either a written test or a practical exam or both.

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

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

"Today's bosuns better stay abreast of those things that impact their future and the future of the SIU. The union has been good to me and I am very appreciative. We must all remember that united we stand but divided we fall," said 38-year-old Proveaux, who sails from Baltimore.

In a trip to Washington, D.C., the eight bosuns met with legislative representatives of the Maritime Trades Department (MTD) and the SIU at AFL-CIO headquarters. (The MTD deals with matters concerning the 37 affiliated trade unions and 28 port councils representing workers in the maritime and allied fields.)

During the meeting at the MTD, the bosuns learned the latest news about issues affecting the maritime industry. That included information regarding the efforts of the MTD and SIU legislative and governmental affairs departments to promote U.S.-flag shipping and ensure job security for Seafarers.

Dillon, who sails from the port of New Orleans, noted the importance of Seafarers writing their state representatives and senators. "I wrote my senator while registering at the Jacksonville hall to urge him to support maritime legislation now before the Senate. I think it is very important to let our political leaders know what the Maritime Security Act means to us. Two months later I got a reply. It made me feel that I really counted.

"So please, everyone, write your congressmen and -women and have your say on our future. It is vital to us all in the maritime industry," encouraged Dillon.



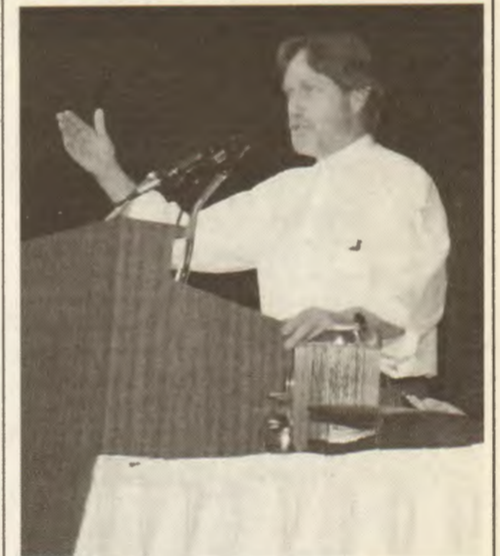
Practicing wire splicing in the machine shop are George Khan (left) and Skip Yager.



Robert Trainor (right) and Thomas Votsis (left) refresh their CPR skills during the CPR/first aid portion of the recertified bosuns course.



Demonstrating to students in the trainee class the proper way to rig a bosun's chair are Billy Eastwood (left) and Rudy Santos.



In his graduation speech, Michael Proveaux emphasizes the importance of upgrading.



From left, QMED David Tillman, Bosun David Park, AB Mike Warren and AB George Nottingham each did his part to ensure the rescue was successful.

## Gordon Rescues Two On Maiden Voyage

### SIU-Crewed RO/RO Saves Boaters

By its nature, a maiden voyage typically is exciting.

But Seafarers aboard the *USNS Gordon* last month experienced extra exhilaration during the converted roll-on/roll-off (RO/RO) prepositioning vessel's first voyage. The crew helped rescue two sport fishermen whose boat had sunk in the Atlantic Ocean, off the coast of Virginia.

"Everyone felt really good about the rescue," said Bosun David Park. "The guys (whom they saved) were very grateful."

The episode took place late in the morning of September 16. The *Gordon* became aware of the foundering boat when Radio Officer Suzie Carpenter picked up a distress relay call from another vessel as well as a separate radio transmission by the U.S. Coast Guard. Captain Bob Wattam immediately ordered the ship to change course and proceed toward the boat's position nearby.

Helmsman Mike Warren quickly responded to the orders, noted the captain. Meanwhile, ABs Randy Evans, George Nottingham, Ray Banks, Jim Reily and Harry Champagne, along with OSs Jason McCormick and Mark Hoffman and all other available hands, reported to various lookout stations to assist in the search.

"In approximately 20 minutes to half-an-hour, we could see the boat a few miles away. We actually saw the boat go down," recalled Bosun Park.

With the *Gordon* en route to assist the two men, a commercial fishing vessel in the area contacted the ship "and asked us to keep away from their nets. They didn't know about the other boat" despite their close proximity to it, said Captain Wattam.

Once informed of the emergency, the commercial craft joined the rescue effort. It barely preceded the *Gordon* to the site where the 39-foot pleasure boat sank, and the fish-

ing crew pulled Paul Maiorisi and Joe LoNigro, both of Cape May, N.J., from the water.

At the same time, Park, QMED David Tillman and Chief Mate Pannell launched the *Gordon's* rigid hull inflatable lifeboat (RHIB). Maiorisi and LoNigro subsequently were transferred to the lifeboat and then to the *Gordon* without incident.

Shaken but not injured, the recreational boaters thanked the crew and explained their ordeal. They said they had been cruising at about 26 knots when they hit a submerged object.

The boat immediately began taking on water and they prepared to abandon ship. One of them readied a life raft while the other sent a Mayday and activated their Emergency Position Indicating Radio Beacon (EPIRB).

But the men had difficulty paddling away from the sinking boat and, when it submerged, the outriggers snagged the life raft and flipped it with the men inside.

One of the New Jersey residents quickly moved clear of the overturned raft, thinking it would be pulled under. The other man freed himself moments later, and within a few minutes they were rescued by the commercial fishing boat, the *Kati & Meg*.

"They were really lucky," said Wattam. "One guy couldn't swim. If we hadn't heard the radio call, who knows what would have happened, especially since the other fishing boat didn't know what was going on."

Once Maiorisi and LoNigro were aboard the *Gordon*, a Coast Guard helicopter arrived and offered to transport them to shore. However, the men were "reluctant to be lifted to a helicopter," Wattam noted.

The captain then advised the Coast Guard that the *Gordon* could take the men to a rendezvous point closer to shore where a



The rescue is all but complete as crewmembers aboard the *USNS Gordon* retrieve the life raft containing three fellow crewmembers and the two sport fishermen whose boat sank in the Atlantic.

Coast Guard vessel could pick them up.

Meanwhile, the boaters were provided with hot showers and dry clothes. They also were served a delicious lunch by Chief Steward Bert Mirador and Chief Cook Loicy Jones, assisted by GSUs Leonard Nairn and Osvaldo Rios, reported Wattam.

"They were extremely thankful and appreciative and happy to be alive," stated the captain. "They highly praised the entire crew of the *USNS Gordon*, including the many behind-the-scenes crewmembers who all played a part in the rescue," among them QMED Steve Tebbe and Wipers Tom Hoffman and Dennis Hock, who helped handle the engine room during the operation.

The *Gordon* was christened in Newport News, Va. on July 4 and was delivered to SIU-contracted Bay Ship Management August 23. It is the second of five former Maersk containerships being converted for use by the U.S. Military Sealift Command as Army support ships.

The vessel was named for U.S. Army Master Sergeant Gary Gordon, who was awarded the Congressional Medal of Honor after he was killed in action in Mogadishu, Somalia in 1993.

"Everything is going well and everyone is doing a good job," observed Wattam.

"We're all proud to be here," added

Bosun Park, who joined the SIU 10 years ago. "We know Sergeant Gordon was a decorated person, and we hope we can keep up his tradition of helping people in need."

The first ship in the series, the *USNS Shughart*, was delivered earlier this year. The three remaining vessels, the *USNS Yano*, *USNS Gilliland* and *USNS Soderman* are slated for deliveries next year.

*Editor's note: Special thanks to Radio Officer Carpenter, who shot the photos accompanying this story.*



Captain Bob Wattam (center) is thanked by the New Jersey men rescued by the *Gordon*.



After the men who were rescued nervously declined a lift to a Coast Guard helicopter (left photo), the *Gordon* transported them to a Coast Guard cutter.







During the past year, these World War II merchant marine posters have been added to the exhibit at the Paul Hall Memorial Library. Thirty-one posters now are featured.

## Four Posters Added To WWII Exhibit At Paul Hall Center

Former Seafarer Rendich Meola quietly has been adding to the World War II merchant marine poster exhibit at the Paul Hall Memorial Library in Piney Point, Md.

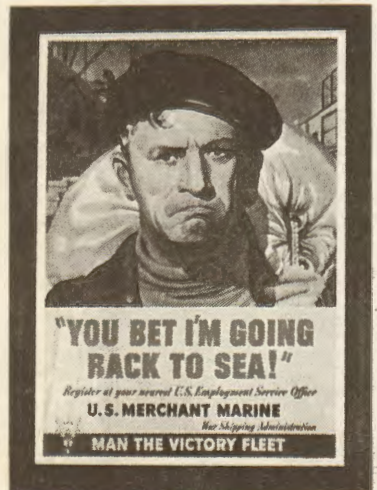
The display opened in July 1995 and initially included 25 superbly maintained posters. Since then, Meola, who sailed with the SIU for three years during the war, has supplemented it with six more posters, each in outstanding condition.

Like the others, the four most recently added placards were printed either in the U.S. or England. Perhaps the most striking of the quartet depicts a tattered American flag, with a veil of smoke in the background. Published by the U.S. Office of War Information, the poster exhorts its readers to "Remember Dec. 7th!" in reference to the 1941 Japanese attack on Pearl Harbor.

As reported in the October 1995 issue of the *Seafarers LOG*, two other posters were incorporated into the exhibit shortly after it opened. One is a startling illustration of an Allied ship sinking, accompanied by the words: "Loose Talk can cost Lives! Keep it under your STETSON" (a brand of hat).

The other is the centerpiece of the display and arguably the most widely recognized World War II merchant marine poster ever produced. It shows a determined U.S. merchant mariner with his gear slung over his back. Underneath the painting, in bold, capital letters is the quote, "YOU BET I'M GOING BACK TO SEA!" It was printed by the War Shipping Administration.

The exhibit is part of the collection of Meola, 80, who sailed as a deck engineer. It is expected to remain on display for an extended period.



The centerpiece of the exhibit at the Paul Hall Library is this well-known poster, printed by the U.S. War Shipping Administration.

*'The posters serve to remind today's Seafarers that they may be called on in similar fashion.'*

—Former Seafarer Rendich Meola

During a recent visit to the Paul Hall Center and the library, Meola emphasized his hope that Lundeberg School students will examine the poster collection, which includes explanatory text.

"World War II is a major part of the history of the U.S. merchant marine," said the resident of Middletown, N.Y. "If a person is joining this industry, he or she should know about the heritage, those who went before them."

"I also believe the posters serve to remind today's Seafarers that they may be called on in similar fashion."

Poster art was a prevalent form of communication in the U.S. during the war (although only a small percentage of those produced by the Allies were about the merchant marine). The U.S. Office of War Information, along with virtually every other major government agency, as well as the U.S. armed services and private industry, created such images in order to generate maximum public participation in the war effort.

The posters involved all aspects of the war—from urging workers to produce top-quality goods for the soldiers in the field, to purchasing war bonds, to keeping quiet about any knowledge of troop or convoy movements.

Many such posters appeared in and around SIU halls, and Seafarers were no strangers to the war effort. Thousands of SIU members sailed dangerous waters before, during and after World War II. Some 1,200 Seafarers were among the 7,000 or so merchant seamen who gave their lives during the war.

Such commitment by Seafarers and other U.S. merchant mariners proved vital in the war's outcome. As Maritime Administrator Albert Herberger noted during last year's ceremony marking the exhibit's opening, "Without the merchant marine, World War II would not have been a victory. The deeds of the merchant marine carried the day."

## Overseas Philadelphia Aids Off-Course Boater

Talk about taking a wrong turn.

The SIU-crewed *Overseas Philadelphia* recently assisted a Florida man whose sailboat had been blown more than 100 miles off course. The unidentified boater was trying to return to the Florida Keys from Belize, but instead ended up 140 miles northwest of Cuba, in the Gulf of Mexico.

"He got caught in a storm and was out in the middle of nowhere," said QMED Chris Earhart, who provided the photos accompanying this story. "It was way too windy to navigate a small sailboat. I think he's lucky to be alive."

In addition to its tattered sails and substandard mooring lines, the boat had a diesel engine—but had run out of fuel. The man also was without food or water when he sent a distress call.

The *Overseas Philadelphia* was en route to Beaumont, Texas when it heard the call. It diverted to the sailboat's position, where the crew provided the boater with fuel, food and water.

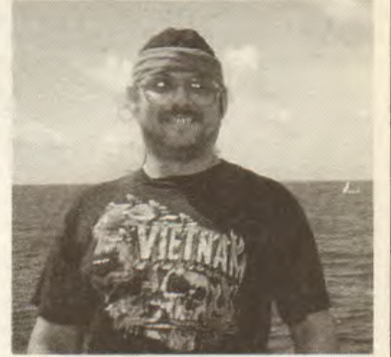
"He was by himself, so we had to lower the items into a lifeboat and then put them on board his boat," explained Earhart, a frequent upgrader at the Paul Hall Center. "There's no way he could have lifted the barrel by himself."

Afterward, crewmembers discussed among themselves that the man seemed surprisingly unmoved by their rescue efforts. "He didn't say much, even though it took us a total of about nine or 10 hours to help him (counting the time the ship was diverted from its schedule)," noted Earhart. "He was pretty laid-back and his skin looked like leather, like he's been sailing for a long time. He looked to be in his late fifties."

"All I know is, he's lucky a ship came along."



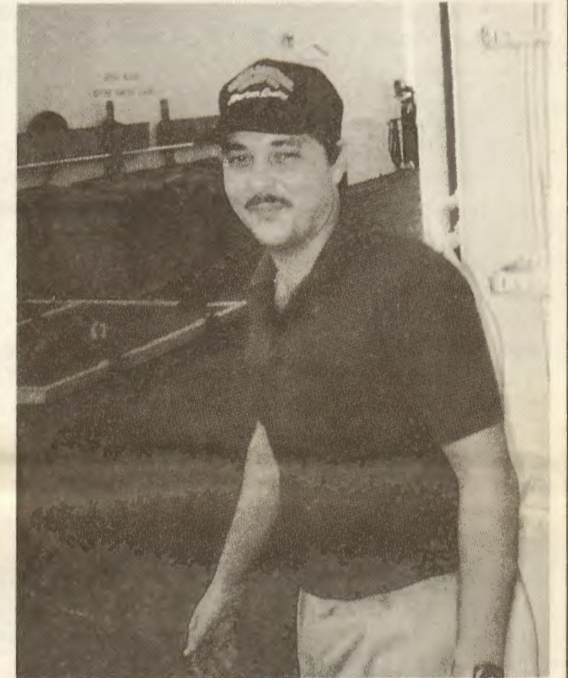
Bosun Tim Olvanie operates a crane to lower supplies for a boater who had been blown 100 miles off course.



With the sailboat under way in the background, QMED Chris Earhart is happy the *Overseas Philadelphia* helped a person in need.



DEU Matt Young (foreground) helps lower a fuel drum from the *Overseas Philadelphia* for transport to the stranded boat.



Chief Steward Ron Tarantino gathered food items that were given as part of the rescue.

## Crowley Tug Mars Makes Long Haul

The SIU-crewed tugboat *Mars* recently demonstrated that no job is too lengthy for it to handle.

Captain Bruce Comiskey, Chief Mate Steve Province, Second Mate Craig Melwing, Deck Utility Chad Macaulay, Engine Utility Jim Gray and Cook Utility Doug Colby crewed the Crowley tug during a 52-day voyage that saw it sail from the West Coast to a Mexican port along the Gulf of Mexico and back.

Based in Long Beach, Calif., the *Mars* towed the disabled

chemical tanker *Bacab* from Lazaro Cardenas, Mexico to a shipyard in Veracruz, Mexico before returning to its home port. Earlier this year, a fire had completely burned out the Mexican tanker's engine room, noted Wilmington, Calif. Patrolman John Cox. Two crewmembers reportedly perished in the blaze.

It took about four days for the *Mars* to reach the 560-foot *Bacab*. From there, the Seafarers-crewed tug towed the lame ship to the Panama Canal, which took 10 days. After a day spent sailing

through the canal, the tug endured an unexpected, two-and-a-half-day layup caused by a severe storm.

Then, 10 more days elapsed as the *Mars* finished towing the *Bacab* to the shipyard. With its work done, the tug backtracked without a tow through the canal and returned to Long Beach, with the balance of the trip taking 25 days.

"This was longer than the usual job, but the crew handled it without any problems," Cox noted.



The SIU-crewed Crowley tug *Mars* (right) tows the disabled tanker *Bacab* to a shipyard in Veracruz, Mexico.

## Maritime Briefs

### Former Crowley President, Leo Collar, Dead at 66

Former president and chief operating officer of Crowley Maritime Corporation, Leo L. Collar, died September 5 of heart failure in San Jose, Calif. He was 66.

Collar became executive vice president of Crowley in 1975 and was elected president in 1987. He served as president for the San Francisco-based company until 1991, when he retired because of heart problems. Despite his health ailments, Collar continued to serve as a member of the company's board of directors.

In his 48-year career with Crowley, Collar was instrumental in the company's growth into the largest tug and barge operator in the world and the third largest U.S.-flag marine transportation company.

"He is remembered as the entrepreneur who helped Tom Crowley Sr. build the company from a West Coast tug and barge operation to a billion-dollar marine transportation company," Crowley Vice President for Public Relations Richard Simpson said.

Collar was responsible for the development of oil field services for Crowley in Alaska and environmental activities for the entire company. Under his direction, the company organized a new tug and barge supply service for the Distant Early Warning radar sites along the Arctic and Bering Sea coasts of Alaska. He also developed a tug and barge service and transportation system for the Cook Inlet oil fields of Alaska.

Additionally, in the late 1960s, when oil production began in Alaska's Prudhoe Bay oil field, Collar initiated Crowley's pioneering sealifts of oil.

Collar also led a management team that successfully established cargo service throughout the Americas, which ultimately became known as Crowley American Transport—the major service between the U.S., Puerto Rico and key markets in Central and South America. He is survived by his wife, Gail; three sons, Randy, Gary and Steve; a daughter, Susan Lewis, and 12 grandchildren.



### Maritime Facts from Guinness Book of Records

The following maritime facts can be found in the 1996 edition of The Guinness Book of Records:

The first containerships too large to travel through the Panama Canal were built by American President Lines (APL). The *President Adams*, *President Jackson*, *President Kennedy*, *President Polk* and *President Truman* are 902.69 feet long and 129.29 feet abeam.

The largest roll-on/roll-off barges are operated by Crowley American Transport of Jacksonville, Fla.

The ship to cross the Pacific Ocean the fastest — between Yokohama, Japan and Long Beach, Calif. — is the *Sea-Land Commerce*. The voyage took six days, one hour and 27-minutes (June 30 - July 6, 1973). The average speed of the *Sea-Land* container ship was 33.27 knots.

The largest merchant fleet in the world at the end of 1994 was the one sailing under the flag of Panama. The fleet totaled 64.2 million gross tons.

The largest port in the world is the port of New York and New Jersey, which has a navigable waterfront of 755 miles, stretching over 92 square miles. The port has a total berthing capacity of 391 ships at one time. Warehouse floor space is spread across 422.4 acres.

The busiest port in the world and the largest artificial harbor is Rotterdam, Netherlands. It handled 324 million tons of cargo in 1994. The busiest port in the U.S. is South Louisiana, La., which handled 193,796,104 U.S. tons of cargo in 1993.

Kaiser's Yard in Portland, Ore. has the fastest time for building complete ships of more than 10,000 tons during World War II. The shipyard completed 2,742 Liberty ships beginning on November 27, 1941. In 1942, ship number 440, the *Robert E. Peary*, had its keel laid on November 8, was launched on November 12, and was operational after four days and 15.5 hours on November 15.



### Corporations Fined \$75 Million For Puerto Rico Oil Spill

A federal judge in San Juan, P.R. fined three corporations a total of \$75 million for their roles in the January 1994 oil spill that spewed more than 750,000 gallons of oil into the waters off Puerto Rico and onto its popular Escambron Beach at the height of the tourist season. Seafarers were involved in the extensive clean-up operations.

The criminal fine is the largest ever for an environmental crime and comes after the April conviction of the corporations and a top manager for causing the oil spill. (A federal jury convicted the companies of sending out an unseaworthy vessel, negligently discharging oil and failing to notify the Coast Guard that a hazardous condition existed on the vessel, as reported in the September issue of the *Seafarers LOG*.)

In sentencing the corporations, U.S. District Judge Hector M. Laffitte noted that the "recklessly negligent" conduct of the companies had produced a "catastrophic event." The judge stated that the "marine ecosystem of northern Puerto Rico will probably never recover from the effects of the oil spill."

Laffitte ordered Bunker Group Puerto Rico, Bunker Group Inc. and New England Marine Services to each pay a \$25 million fine and complete a five-year term of corporate probation.

Pedro Rivera, the general manager of Bunker Group of Puerto Rico, was sentenced to six months imprisonment (to be served in a half-way house) followed by six months of home confinement. He also was sentenced to two years of probation and 120 hours of community service.

The corporations are part of a group of 50 corporate entities controlled by the Frank family of New York. According to the Department of Justice, the Frank companies have a lengthy history of environmental violations but were organized into a complex web that allowed the family to shield its assets from criminal fines. In this case, however, Judge Laffitte placed the assets of all the Frank companies under his supervision in order to prevent the assets from being dissipated or hidden.

## Gen. Kross Takes TRANSCOM Helm As Gen. Rutherford Leaves Service

During a special ceremony held on Scott Air Force Base in Illinois on July 15, U. S. Air Force General Walter Kross assumed the leadership of the U.S. Transportation Command and Air Mobility Command. He takes the place of Air Force General Robert L. Rutherford, who retired after more than 35 years of Air Force service, including the last two with the command.

The Transportation Command oversees the worldwide movement of goods for the U.S. armed forces. Civilian-crewed U.S.-flag merchant ships and vessels of the Ready Reserve Force are among the modes of transportation available to the command.

Kross is familiar with the workings of his new assignment. He served as director of operations and logistics for all defense transportation requirements at the U.S. Transportation Command during Operations Desert Shield and Desert Storm. During this time he also acted as director of operations for Air Force headquarters.

Kross was commissioned through Officer Training School in December 1964. His early career combined both fighter and airlift experience as he flew 157 F-4 combat missions, 100 of them over North Vietnam. He later transitioned to airlift and then to senior executive and congressional pilot support. Kross was later assigned to U.S. Air Force headquarters to be part of the Chief of the Air Force staff group for six years.

Additionally, General Kross was commander of the provisional force in charge of beginning the Air Mobility Command, as well as serving as the first vice commander. Prior to assuming command of the Transportation Command and Air Mobility Command, he served as director of the Joint Chiefs of Staff.

General Rutherford served as commander of the Pacific Air Forces prior to taking the assignment as commander in chief of U.S. Transportation Command in 1994. He is a Vietnam veteran and has held assignments worldwide including Thailand, South Korea, Japan, Germany and a number of stateside locations.

The general entered the Air Force in 1961 as a graduate of Southwest Texas State University's Reserve Officer Training Corps program. During his military career, he held nine command positions at squadron, wing, numbered air force and major command levels.

Rutherford is a command pilot with more than



Gen. Kross



Gen. Rutherford

5,000 flight hours in a variety of aircraft including the F-16, F-15, KC-135, C-5 and C-141.

At the change-of-command ceremony, Rutherford was presented with the Defense Distinguished Service Medal and the Distinguished Service Medal, first oak leaf cluster.

### Seattle Hall Relocates This Month

The Seattle SIU hall is moving to Tacoma, Wash. this month. It is scheduled to begin operations in its new location on October 14.

The new hall will be located at 3411 South Union Street. The phone numbers for the new hall—effective October 14—are as follows: (206) 272-7774; 272-7775 and 272-7776. The FAX number will be (206) 272-4121.

Directions to the hall follow:

- From Seattle, take Interstate 5 South to Exit 132 (South 38th Street/West).

- Go approximately one mile to the fourth stoplight (Union Street) and turn right.

- Go to the next stoplight. The union hall is located on the corner of 35th and Union, diagonally to the right. The building is light green with a stone exterior.

OR

- From south of Tacoma, take I-5 North to Exit 132 (South 38th Street/West), then follow directions above.

## Sculpture Unveiled at Seafarers Haven

A new piece of artwork located at the entrance to the Seafarers Haven cemetery was unveiled during a ceremony last month.

The unnamed concrete and metal sculpture portrays a deep-sea mariner standing at a ship's wheel. Its creator, Ukrainian Mykola Holodyk, is a renowned talent who has produced art and architecture throughout world, including decorating more than 50 churches.

SIU President Michael Sacco presented a plaque to Holodyk, in appreciation of the sculpture. Sacco also told the audience of upgraders, SIU officials and invited guests about the background of the cemetery, which overlooks the Paul Hall Center and its Lundeberg School of Seamanship in Piney Point, Md.

"Seafarers Haven was created so that SIU members could be with

their own kind when they made their final departure. Its opening in 1984 was the last great accomplishment of Brother Frank Mongelli—who, ironically, was laid to rest here in January 1985. He was the first person buried at Seafarers Haven," Sacco recalled.

"Frank was one of the SIU's most trusted and dedicated officials. He was one of the founders of the Harry Lundeberg School, as well as a member of the union for nearly 45 years."

The SIU president noted that Mongelli, who last served as Vice President of the Lundeberg School, wanted someday for a sculpture of a mariner "to stand guard at the gates of Seafarers



The sculpture is unveiled during a ceremony at Seafarers Haven last month.

Haven. Today, we have fulfilled that goal with the dedication of this wonderful, stunning piece.

"All of us in the SIU and at the Lundeberg School are proud to have this monument strengthening the atmosphere and character of Seafarers Haven," he continued.

Sacco further noted that 25 other Seafarers, both rank-and-file members and officials, also have been buried at Seafarers Haven.

Holodyk remarked on the "spirit of brotherhood" he witnessed among the upgraders at the Paul Hall Center. "You are the inspiration for this piece. Your love, the brotherly love you have for each other, is wonderful. This art reflects your strength," he said.



Mykola Holodyk

# Information for the 1996 Election of Officers SIU Atlantic, Gulf, Lakes & Inland Waters District

## Balloting Begins November 1 for Union Officers

Voting starts November 1 for the election of officers for the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District. SIU members will be able to cast secret ballots at union halls or by mail through December 31, 1996.

Seafarers eligible to vote in this election to determine union officers for the 1997-2000 term are full-book members in good standing. This eligibility criteria is spelled out in the union's governing document, the constitution.

The ballot will list the names of all qualified candidates as determined by the credentials committee, a group made up of six rank-and-file Seafarers who reviewed the nominating petitions of all SIU members seeking office in this district-wide election. A sample of this ballot appears on page 12.

The credentials committee report, which was prepared August 16, and submitted to the membership at the September monthly meetings, indicated 30 candidates had qualified to run for 27 positions. (The committee's report was published in the September 1996 *Seafarers LOG*.)

The 27 posts for which Seafarers will cast their ballots are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents.

### 21 Polling Places

The election will be conducted by mail ballot as provided by the union's constitution. Secret ballots, accompanied by envelopes marked "Ballot" and postage paid envelopes printed with the address of the bank depository where the ballots are kept until submitted to the tallying committee, will be available to full book members in good standing at 21 union halls around the country. (See list of voting locations on this page.)

Eligible Seafarers may pick up their ballots and envelopes marked "Ballot" and mailing envelopes at these halls between 9:00 a.m. until 12:00 noon, Monday through Saturday, except legal holidays, from November 1 to December 31.

Each member must present his or her book to the port agent or the agent's designated representative when receiving the ballot, the envelope marked "Ballot" and the mailing envelope. When the Seafarer

receives the ballot and envelopes, his or her book will be stamped with the word "Voted" and the date.

If a member does not present his or her book, or if there is a question in regard to his or her eligibility to vote, the Seafarer will receive a mailing envelope of a different color marked with the word "Challenge." His or her book will be stamped with the

words "Voted Challenge" and the date.

For members who believe they will be at sea during this time, the SIU constitution provides for absentee voting procedures. Full book members in good standing who need to vote by absentee ballot should direct a request for the ballot to the union's secretary-treasurer at SIU headquarters—5201 Auth Way, Camp Springs, MD 20746.

### Secret Ballots

Once the Seafarer has received his or her ballot and envelopes, he or she marks the ballot for the candidates of his or her choice and puts it in the envelope marked "Ballot." This envelope is sealed by the member and placed in the mailing envelope and then dispatched in the mail. These steps ensure the integrity of the secret ballot process.

The union's constitution, in Article XIII, details the procedures for voting in union elections. This section of the constitution is printed in full on pages 13 and 14. Also, appearing on this page are brief summaries of voting procedures and absentee voting procedures.

All ballots will be counted by the rank-and-file tallying committee consisting of two members elected from each of the union's constitutional ports. These committee members will be elected in December. They will convene as the tallying committee in early January 1997.

## NOTICE OF 1996 ELECTION

### FOR ELECTION OF 1997-2000 OFFICERS SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA Atlantic, Gulf, Lakes and Inland Waters District

Elections will be conducted by secret mail ballot.

Ballots may be obtained at the following locations from 9:00 a.m. to 12 noon (local time), Mondays through Saturdays, excluding holidays, during the voting period. The voting period shall commence on November 1st, 1996 and shall continue through December 31st, 1996.

### VOTING LOCATIONS

BALTIMORE	1216 E. Baltimore St., Baltimore, MD 21202
DETROIT-ALGONAC	520 St. Clair River Dr., Algonac, MI 48001
DULUTH	705 Medical Arts Building, Duluth, MN 55802
FT. LAUDERDALE	1221 South Andrews Ave., Ft. Lauderdale, FL 33316
HONOLULU	606 Kalihi St., Honolulu, HI 96819
HOUSTON	1221 Pierce St., Houston, TX 77002
JACKSONVILLE	3315 Liberty St., Jacksonville, FL 32206
JERSEY CITY	99 Montgomery St., Jersey City, NJ 07302
LAKE CHARLES	Suite 204, Prien Village Office Park, 710 West End Prien Lake Rd., Lake Charles, LA 70601
MOBILE	1640 Dauphin Island Parkway, Mobile, AL 36605
NEW BEDFORD	48 Union St., New Bedford, MA 02740
NEW ORLEANS	630 Jackson Ave., New Orleans, LA 70130
NEW YORK	635 Fourth Ave., Brooklyn, NY 11232
NORFOLK	115 Third St., Norfolk, VA 23510
PHILADELPHIA	2604 South Fourth St., Philadelphia, PA 19148
PINEY POINT	Seafarers Harry Lundeberg School of Seamanship, Piney Point, MD 20674
PUERTO RICO	1057 Fernandez Juncos Ave., Santurce, PR 00907
SAN FRANCISCO	350 Fremont St., San Francisco, CA 94105
ST. LOUIS	4581 Gravois Ave., St. Louis, MO 63116
TACOMA	3411 South Union St., Tacoma, WA 98409
WILMINGTON	510 North Broad Ave., Wilmington, CA 90744

## Notice on Unopposed Candidates

One part of the article of the SIU constitution covering rules for elections concerns the election of candidates who are unopposed for the office in question.

The section states that those candidates who are unopposed for any office or job shall be considered elected to that office or job and that the tallying committee shall not have to count the votes for any such candidate.

The entire section, contained in Article XIII, Section 5 of the SIU constitution, reads as follows:

"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee."

## Procedure for Voting

All Seafarers eligible to vote in the union's 1996 election of officers and job holders for the term 1997-2000 may vote by secret ballot from November 1 through December 31, 1996.

Secret ballots, together with self-addressed, stamped envelopes for mailing, will be available at union halls to all eligible voters. Seafarers are eligible to vote in the union's election if they are full-book members in good standing.

Details of the election procedure are spelled out in Article XIII of the SIU constitution, which is printed verbatim on pages 13 and 14 of this issue of the *Seafarers LOG*.

In summary, here is the procedure for voting:

① Eligible Seafarers may pick up ballot and mailing envelopes from 9:00 a.m. to 12 noon (local time), Monday through Saturday, excluding legal holidays, from November 1 through December 31, 1996 at designated union halls (see list on this page).

② When a full-book member arrives to vote, he or she should present his or her book to the port agent or his duly designated representative.

③ The member will be asked to sign a

roster sheet indicating the date, the number of the ballot given the member and his or her book number.

④ The member will have his book stamped with the word "Voted" and the date.

⑤ At the same time, the member will receive a ballot, together with an envelope marked "Ballot" and a mailing envelope. The mailing envelope has the address of the depository printed on it, making it self-addressed. It also has the postage pre-paid.

⑥ The top part of the ballot above the perforated line will be retained by the port agent or his duly designated representative.

⑦ In cases where a member does not produce his or her book, or if there is a question about the member's good standing or other eligibility matters, the member will receive a mailing envelope of a different color marked with the word "Challenge." His or her book also will be stamped "Voted Challenge" and the date.

⑧ After a member has voted, he or she puts the ballot in the mailing envelope which is addressed to the bank depository and stamped. The mailing envelope should then be put in the mail.

## Procedure for Absentee Ballots

In the case of members eligible to vote who believe they will be at sea during the November 1 through December 31, 1996 voting period, absentee ballots are available.

The SIU constitution ensures that members who are eligible to vote and who find themselves in this situation may vote. Procedures are established in the SIU constitution to safeguard the secret ballot election, including the absentee ballot process.

Here is the procedure to follow when requesting an absentee ballot:

① Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.

② Include in the request the correct address where the absentee ballot should be mailed.

③ Send the request for an absentee ballot by registered or certified mail.

④ The registered or certified mail envelope must be postmarked no later than midnight, November 15, 1996 and must be received at 5201 Auth Way, Camp Springs, MD 20746 no later than November 25, 1996.

⑤ The secretary-treasurer, after confirming eligibility, will send by registered

mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than November 30, 1996.

⑥ Upon receiving the ballot and envelopes, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.

⑦ Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.

⑧ Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.

⑨ The mailing envelope must be postmarked no later than midnight December 31, 1996 and received by the bank depository no later than January 5, 1997.

ELECTION INFORMATION CONTINUES  
ON NEXT THREE PAGES.

# Information for the 1996 Election of Officers SIU Atlantic, Gulf, Lakes & Inland Waters District

## Twenty-Seven Posts Are on Ballot for 1997-2000 Term

The ballots listing the candidates for office in the 1996 SIU elections will be available to Seafarers for voting between November 1 and December 31, 1996. There are 27 positions on the ballot.

All full-book members in good standing are eligible to vote in the union's election.

Members may pick up their ballots at any one of 21 union halls located around the

country. (See list of locations on page 11.)

Members who believe they will be at sea during November and December may request an absentee ballot from the secretary-treasurer, in accordance with the procedures spelled out in the union's constitution.

Officers elected will serve in the 1997 through 2000 term. A rank-and-file tallying committee will tabulate the election results

when it meets in January 1997.

The positions listed on the ballot are president, executive vice president, secretary-treasurer, six vice presidents, six assistant vice presidents, two headquarters representatives and 10 port agents.

An election notice was mailed last month to all members at their last known address, along with a list of voting locations and a

sample of the official ballot. This same sample of the official ballot appears below.

Each ballot has a perforated edge which will be torn off by the port agent or his representative when the eligible Seafarer picks up his or her ballot. If requesting an absentee ballot, the ballot will be mailed to the eligible member with the perforated edge already torn off.

No. 00000

FOR ELECTION OF 1997-2000 OFFICERS  
VOTING PERIOD NOVEMBER 1st, 1996 THROUGH DECEMBER 31st, 1996

### OFFICIAL BALLOT For Election of 1997—2000 Officers

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA-  
Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD NOVEMBER 1st, 1996 THROUGH DECEMBER 31st, 1996

INSTRUCTIONS TO VOTERS—In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein, your vote for such office will be invalid.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

<b>PRESIDENT</b> Vote for One
1 <input type="checkbox"/> Charles Burdette Collins, C-1652
2 <input type="checkbox"/> Michael J. Sacco, S-1288
<b>EXECUTIVE VICE PRESIDENT</b> Vote for One
3 <input type="checkbox"/> Joseph M. Sacco, S-1287
<b>SECRETARY TREASURER</b> Vote for One
4 <input type="checkbox"/> John Fay, F-363
<b>VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> Vote for One
5 <input type="checkbox"/> William Parker, P-1067
6 <input type="checkbox"/> Augustin Tellez, T-764
<b>VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> Vote for One
7 <input type="checkbox"/> Jack Caffey, C-1010
<b>VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> Vote for One
8 <input type="checkbox"/> Dean E. Corgy, C-5727
<b>VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> Vote for One
9 <input type="checkbox"/> Kevin Bertel, B-1832
10 <input type="checkbox"/> George McCartney, M-948
<b>VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> Vote for One
11 <input type="checkbox"/> Byron F. Kelley, K-12039

<b>VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> Vote for One
12 <input type="checkbox"/> Roy A. Mercer, M-25001
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT</b> Vote for One
13 <input type="checkbox"/> Kermet T. Mangram, M-2394
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST</b> Vote for One
14 <input type="checkbox"/> Robert A. Pomerlane, P-437
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE GULF COAST</b> Vote for One
15 <input type="checkbox"/> David W. Heindel, H-1443
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE WEST COAST</b> Vote for One
16 <input type="checkbox"/> Don Anderson, A-5244
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF THE SOUTHERN REGION, GREAT LAKES AND INLAND WATERS</b> Vote for One
17 <input type="checkbox"/> James P. McGee, M-5945
<b>ASSISTANT VICE-PRESIDENT IN CHARGE OF GOVERNMENT SERVICES AND FISHING INDUSTRIES</b> Vote for One
18 <input type="checkbox"/> Robert Hall, H-5727
<b>HEADQUARTERS REPRESENTATIVE</b> Vote for Two
19 <input type="checkbox"/> Leo Bonser, B-1193
20 <input type="checkbox"/> Carl Peth, P-755

<b>PINEY POINT PORT AGENT</b> Vote for One
21 <input type="checkbox"/> Edward "Edd" W. Morris, M-1358
<b>NEW YORK PORT AGENT</b> Vote for One
22 <input type="checkbox"/> Robert Selzer, S-1258
<b>PHILADELPHIA PORT AGENT</b> Vote for One
23 <input type="checkbox"/> Joseph Soresi, S-2658
<b>BALTIMORE PORT AGENT</b> Vote for One
24 <input type="checkbox"/> Mike Paladino, P-5581
<b>MOBILE PORT AGENT</b> Vote for One
25 <input type="checkbox"/> David M. Carter, C-12088
<b>NEW ORLEANS PORT AGENT</b> Vote for One
26 <input type="checkbox"/> Jose (Joe) Perez, P-846
<b>HOUSTON PORT AGENT</b> Vote for One
27 <input type="checkbox"/> Ambrose L. Cucinotta, C-1795
<b>SAN FRANCISCO PORT AGENT</b> Vote for One
28 <input type="checkbox"/> Nick Celona, C-1578
<b>ST. LOUIS PORT AGENT</b> Vote for One
29 <input type="checkbox"/> Thomas Orzechowski, Jr., O-801
<b>DETROIT-ALGONAC PORT AGENT</b> Vote for One
30 <input type="checkbox"/> Timothy S. Kelley, K-5287

Above is a sample of the official ballot for election of SIU officers for the term 1997-2000.

# Information for the 1996 Election of Officers SIU Atlantic, Gulf, Lakes & Inland Waters District

## SIU Constitution Spells Out Rules On 1996 Elections

The section of the union's constitution outlining voting procedures in the SIU's elections, which are held every four years, appears here and on page 14 in its entirety.

### Article XIII

#### Elections for Officers, Assistant Vice-Presidents, Headquarters Representatives and Port Agents

##### Section 1. Nominations.

Except as provided in Section 2 (b) of this Article, any full book member may submit his name for nomination for any office, or the job of Assistant Vice-President, Headquarters Representative or Port Agent, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at Headquarters, or sending a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer at the address of Headquarters. This letter shall be dated and shall contain the following:

- The name of the candidate.
- His home address and mailing address.
- His book number.
- The title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Port Agent.

(e) Proof of citizenship.  
(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated.....

Signature of member

Book No. ....

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of the restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member, in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein relating to

the submission of credentials. By reason of the above self-nomination provision, the responsibility, if any, for notifying a nominee of his nomination to office shall be that of the nominator.

All documents required herein must reach Headquarters no earlier than July 15<sup>th</sup> and no later than August 15<sup>th</sup> of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

##### Section 2. Credentials Committee.

(a) A Credentials Committee shall be elected at the regular meeting in August of the election year at the Port where Headquarters is located. It shall consist of six (6) full book members in attendance at the meeting with two (2) members to be elected from each of the Deck, Engine and Steward departments. No officer, Assistant Vice-President, Headquarters Representative or Port Agent, or candidate for office of the job of Assistant Vice-President, Headquarters Representative or Port Agent, shall be eligible for election to this Committee except as provided for in Article X, Section 4. In the event any Committee member is unable to serve, the Committee shall suspend until the President or Executive Vice-President or the Secretary-Treasurer, in that order, calls a special meeting at the Port where Headquarters is located in order to elect a replacement. The Committee's results shall be by majority vote with any tie vote being resolved by a majority of the membership at a special meeting called for that purpose at that Port.

(b) After its election, the Committee shall immediately go into session. It shall determine whether the person has submitted his application correctly and possesses the necessary qualifications. The Committee shall prepare a report listing each applicant and his book number under the office or job he is seeking. Each applicant shall be marked "qualified" or "disqualified" according to the findings of the Committee. Where an applicant has been marked "disqualified," the reasons therefore must be stated in the report. Where a tie vote has been resolved by a special meeting of the membership, that fact shall also be noted with sufficient detail. The report shall be signed by all of the Committee members and be completed and submitted to the Ports in time for the next regular meeting after their election. At this meeting, it shall be read and incorporated in the minutes and then posted on the bulletin board in each Port.

On the last day of nominations, one member of the Committee shall stand by in Headquarters to accept delivery of credentials. All credentials must be in Headquarters by midnight of closing day.

(c) When an applicant has been disqualified by the Committee, he shall be notified immediately by telegram at the addresses listed by him pursuant to Section 1 of this Article. He shall also be sent a letter containing their reasons for such disqualification by air mail, special delivery, registered or certified, to

the mailing address designated pursuant to Section 1 (b) of this Article. A disqualified applicant shall have the right to take an appeal to the membership from the decision of the Committee. He shall forward copies of such appeal to each Port where the appeal shall be presented and voted upon at a regular meeting no later than the second meeting after the Committee's election. It is the responsibility of the applicant to insure timely delivery of his appeal. In any event, without prejudice to his written appeal, the applicant may appear in person before the Committee within two days after the day on which the telegram is sent to correct his application or argue for his qualification.

The committee's report shall be prepared early enough to allow the applicant to appear before it within the time set forth in this Constitution and still reach the Ports in time for the first regular meeting after its election.

(d) A majority vote of the membership shall, in the case of such appeals, be sufficient to overrule any disqualification by the Credentials Committee in which even the one so previously classified shall then be deemed qualified.

(e) The Credentials Committee, in passing upon the qualifications of candidates, shall have the right to conclusively presume that anyone nominated and qualified in previous elections for candidacy for any office, or the job of Assistant Vice-President, Headquarters Representative or Port Agent, has met all the requirements of Section 1 (a) of Article XII

##### Section 3. Balloting Procedures.

(a) Balloting in the manner hereafter provided shall commence on November 1<sup>st</sup> of the election year and shall continue through December 31<sup>st</sup>, exclusive of Sundays and (for each individual Port) holidays legally recognized in the City of which the Port affected is located. If November 1<sup>st</sup> or December 31<sup>st</sup> falls on a holiday legally recognized in a Port in the City in which that Port is located, the balloting period in such Port shall commence or terminate, as the case may be, on the next succeeding business day. Subject to the foregoing, for the purpose of full book members securing their ballots, the Ports shall be open from 9:00 a.m. to 12 noon, Monday through Saturday, excluding holidays.

(b) Balloting shall be by mail. The Secretary-Treasurer shall insure the proper and timely preparation of ballots without partiality as to candidates or Ports. The ballots may contain general information and instructive comments not inconsistent with the provisions of this Constitution. All qualified candidates shall be listed thereon alphabetically within each category with book number and job seniority classification status.

The listing of the Ports shall first set forth Headquarters and then shall follow a geographical pattern commencing with the most northerly Port of the Atlantic Coast, following the Atlantic Coast down to the most southerly Port on that coast, then westerly along the Gulf of Mexico and so on, until the list of Ports is exhausted. Any Port outside the Continental United States shall then be added. There shall be no write-in voting and no provisions for the same shall appear on the ballot. Each ballot shall be so prepared as to have the number thereon placed at the top thereof and shall be so perforated as to enable that portion containing the said number to be easily removed to insure secrecy of the ballot. On this removable portion shall also be

placed a short statement indicating the nature of the ballot and the voting date thereof.

(c) The ballots so prepared at the direction of the Secretary-Treasurer shall be the only official ballots. No others may be used. Each ballot shall be numbered as indicated in the preceding paragraphs and shall be numbered consecutively, commencing with number 1. A sufficient amount shall be printed and distributed to each Port. A record of the ballots, both by serial numbers and amount, sent thereto, shall be maintained by the Secretary-Treasurer, who shall also send each Port Agent a verification list indicating the amount and serial numbers of the ballots sent. The Secretary-Treasurer shall also send to each Port Agent a sufficient amount of blank opaque envelopes containing the word "Ballot" on the face of the envelope, as well as a sufficient amount of opaque mailing envelopes, first class postage prepaid and printed on the face thereon as the addressee shall be the name and address of the depository for the receipt of such ballots as designated by the President in the manner provided by Article X, Section 1, of this Constitution. In the upper left-hand corner of such mailing envelope, there shall be printed thereon, as a top line, provision for the voter's signature and on another line immediately thereunder, provision for the printing of the voter's name and book number. In addition, the Secretary-Treasurer shall also send a sufficient amount of mailing envelopes identical with the mailing envelopes mentioned above, except that they shall be of different color, and shall contain on the face of such envelope, in bold letters, the word "Challenge." The Secretary-Treasurer shall further furnish a sufficient amount of "Roster Sheets" which shall have printed thereon, at the top thereof, the year of the election, and immediately thereunder, five (5) vertical columns designated date, ballot number, signature full book member's name, book number and comments, and such roster sheets shall contain horizontal lines immediately under the captions of each of the above five columns. The Secretary-Treasurer shall also send a sufficient amount of envelopes with the printed name and address of the depository on the face thereof, and in the upper left-hand corner, the name of the Port and address, and on the face of such envelope should be printed the words "Roster Sheets and Ballot Stubs." Each Port Agent shall maintain separate records of the ballots sent him and shall inspect and count the ballots when received to insure that the amount sent, as well as the number thereon, conform to the amount and numbers listed by the Secretary-Treasurer as having been sent to that Port. The Port Agent shall immediately execute and return to the Secretary-Treasurer a receipt acknowledging the correctness of the amount and the numbers of the ballots sent, or shall notify the Secretary-Treasurer of any discrepancy. Discrepancies shall be corrected as soon as possible prior to the voting period. In any event, receipts shall be forwarded for all the aforementioned election material actually received. The Secretary-Treasurer shall prepare a file in which shall be kept memoranda and correspondence dealing with the election. This file shall at all times be available to any member asking for inspection of the same at the office of the Secretary-Treasurer and shall be turned over to the Union Tallying Committee.

(d) Balloting shall be secret. Only full book members in good

standing may vote. Each full book member may secure his ballot at Port offices from the Port Agent or his duly designated representative at such Port. Each Port Agent shall designate an area at the Port office over which should be posted the legend "Voting Ballots Secured Here." When a full book member appears to vote, he shall present his book to the Port Agent or his aforementioned duly designated representative. The Port Agent or his duly designated representative shall insert on the roster sheet under the appropriate column the date, the number of the ballot given to such member and his full book number, and the member shall then sign his name on such roster sheet under the appropriate column. Such member shall have his book stamped with the word "Voted" and the date, and shall be given a ballot, and simultaneously the perforation on the top of the ballot shall be removed at the same time the member shall be given the envelope marked "Ballot" together with the pre-paid postage mailing envelope addressed to the depository. The member shall take such ballot and envelopes and in secret thereafter, mark his ballot, fold the same, insert it in the blank envelope marked "Ballot," seal the same, then insert such "Ballot" envelope into the mailing envelope, seal such mailing envelope, sign his name on the upper left-hand corner on the first line of such mailing envelope and on the second line in the upper left-hand corner print his name and book number, after which he shall mail or cause the same to be mailed. In the event a full book member appears to vote and is not in good standing or does not have his membership book with him or it appears for other valid reasons he is not eligible to vote, the same procedure as provided above shall apply to him, except that on the roster sheet under the column "Comments," notation should be made that the member voted a challenged ballot and the reason for his challenge. Such member's membership book shall be stamped "voted challenge," and the date, and such member instead of the above-mentioned mailing envelope, shall be given the mailing envelope of a different color marked on the face thereof with the word "Challenge." At the end of each day, the Port Agent or his duly designated representative shall enclose in the envelope addressed to the depository and marked "Roster Sheets and Ballot Stubs," the roster sheet or sheets executed by the members that day together with the numbered perforated slips removed from the ballots which had been given to the members, and then mail the same to such depository.

To insure that an adequate supply of all balloting material is maintained in all Ports at all times, the Port Agent or his duly designated representative, simultaneously with mailing of the roster sheets and ballot stubs to the depository at the end of each day, shall also make a copy of the roster sheet for that day and mail the same to the Secretary-Treasurer at Headquarters. The Port Agent shall be responsible for the proper safeguarding of all election material and shall not release any of it until duly called for and shall insure that no one tampers with the material placed in his custody.

(e) Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union-contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period provided for in Sec-

Continued on page 14

# Information for the 1996 Election of Officers SIU: Atlantic, Gulf, Lakes & Inland Waters District

## Article XIII Spells Out Constitutional Rules on SIU Elections

Continued from page 13

tion 3 (a) of this article or is in an accredited hospital any time during the first ten (10) days of the month of November of the election year. The member shall make a request for an absentee ballot by registered or certified mail or the equivalent mailing device at the location from which such request is made, if such be the case. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 p.m. on the 15<sup>th</sup> day of November of the election year, shall be directed to the Secretary-Treasurer at Headquarters and must be delivered no later than the 25<sup>th</sup> of such November. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such member is so eligible, shall by the 30<sup>th</sup> of such November, send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub, together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot," and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

(f) All ballots to be counted must be received by the depository no later than the January 5<sup>th</sup> immediately subsequent to the election year and must be postmarked no later than 12 midnight December 31<sup>st</sup> of the election year.

### Section 4.

(a) At the close of the last day of the period for securing ballots, the Port Agent in each Port, in addition to his duties set forth above, shall deliver or mail to Headquarters by registered or certified mail, attention Union Tallying Committee, all unused ballots and shall specifically set forth by serial number and amount the unused ballots so forwarded.

(b) The Union Tallying Committee shall consist of 20 full book members. Two shall be selected from each of the 10 Ports of New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston, Detroit-Algonac, San Francisco, St. Louis and Piney Point. The election shall be held at the regular meeting in December of the election year or, if the Executive Board otherwise determines prior thereto, at a special meeting held in the aforesaid Ports on the first business day of the last week of said month. No officer, Assistant Vice-President, Headquarters Representative, Port Agent,

or candidate for office, or the job of Assistant Vice-President, Headquarters Representative, or Port Agent shall be eligible for election to this Committee except as provided for in Article X, Section 4. In addition to its duties herein set forth, the Union Tallying Committee shall be charged with the tallying of all the ballots and the preparation of a closing report setting forth, in complete detail, the results of the election, including a complete accounting of all ballots and stubs, and reconciliation of the same with the rosters and receipts of the Port Agents, all with detailed reference to serial numbers and amounts and with each total broken down into Port totals. The Union Tallying Committee shall have access to all election records and files for their inspection, examination and verification. The report shall clearly detail all discrepancies discovered and shall contain recommendations for the treatment of these discrepancies. All members of the Committee shall sign the report, without prejudice, however, to the right of any member thereof to submit a dissenting report as to the accuracy of the count and the validity of the ballots, with pertinent details.

In connection with the tally of ballots, there shall be no counting of ballots until all mailing envelopes containing valid ballots have first been opened, the ballot envelopes removed intact and then all of such ballot envelopes mixed together, after which such ballot envelopes shall be opened and counted in such multiples as the Committee may deem expedient and manageable. The Committee shall resolve all issues on challenged ballots and then tally those found valid utilizing the same procedure as provided in the preceding sentence either jointly or separately.

(c) The members of the Union Tallying Committee shall, after their election, proceed to the Port in which Headquarters is located, to arrive at that Port no later than January 5<sup>th</sup> of the year immediately after the election year. Each member of the Committee not elected from the Port in which Headquarters is located shall be reimbursed for transportation, meals and lodging expenses occasioned by their traveling to and returning from that Port. Committee members elected from the Port in which Headquarters is located shall be similarly reimbursed, except for transportation. All members of the Committee shall also be paid at the prevailing standby rate of pay from the day subsequent to their election to the day they return, in normal course, to the Port from which they were elected.

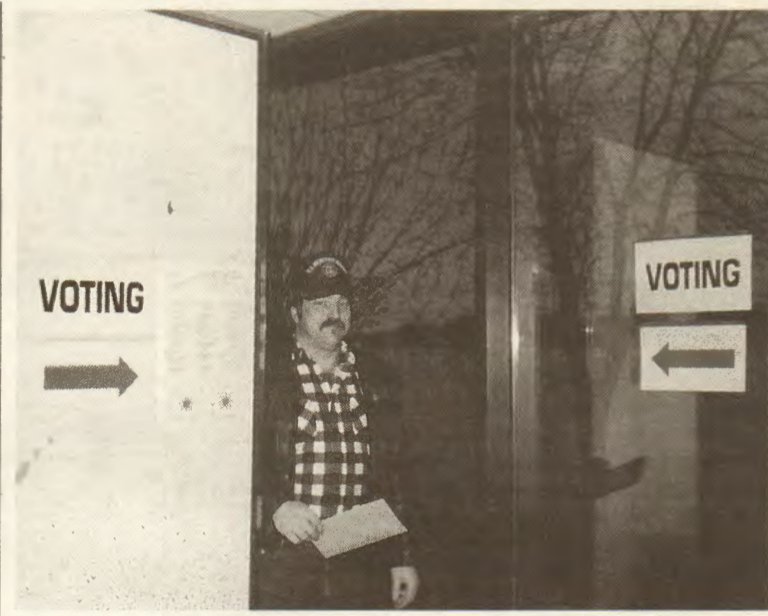
The Union Tallying Committee shall elect a chairman from among themselves and, subject to the express terms of this Constitution, adopt its own procedures. All decisions of such Committee and the contents of their report shall be valid if made by a majority vote, provided there be a quorum in attendance, which quorum is hereby fixed at ten (10). The Committee, but not less than a quorum thereof, shall have the sole right and duty to obtain all mailed ballots and the other mailed election material from the depository and to insure their safe custody during the course of the Committee's proceedings. The proceedings of the Committee, except for their organizational meeting and their actual preparation of the closing report and dissents therefrom, if any, shall be open to any member provided he observes

decorum. Any candidate may act as an observer and/or designate another member to act as his observer at the counting of the ballots. In no event shall issuance of the above referred to closing report of the Committee be delayed beyond January 31<sup>st</sup> immediately subsequent to the close of the election year. In the discharge of its duties, the Committee may call upon and utilize the services of clerical employees of the Union. The Committee shall be discharged upon the completion of the issuance and dispatch of its report as required in this Article. In the event a recheck and recount is ordered pursuant to this Article, the Committee shall be reconstituted, except that if any member thereof is not available, a substitute therefor shall be elected from the appropriate Port at a special meeting held for that purpose as soon as possible.

(d) The report of the Committee shall be made up in sufficient copies to comply with the following requirements: two copies shall be mailed by the Committee to each Port Agent and the Secretary-Treasurer no later than January 31<sup>st</sup> immediately subsequent to the close of the election year. As soon as these copies are received, each Port Agent shall post one copy of the report on the bulletin board in a conspicuous manner and notify the Secretary-Treasurer, in writing, as to the date of such posting. This copy shall be kept posted until after the Election Report Meeting which shall be the March regular membership meeting immediately following the close of the election year. At the Election Report Meeting, the other copy of the report shall be read verbatim.

(e) Any full book member claiming a violation of the election and balloting procedure or the conduct of the same, shall within 72 hours of the occurrence of the claimed violation notify the Secretary-Treasurer at Headquarters, in writing by certified mail, of the same, setting forth his name, book number and the details so that appropriate corrective action, if warranted, may be taken. The Secretary-Treasurer shall expeditiously investigate the facts concerning the claimed violation, take such action as may be necessary, if any, and make a report and recommendation, if necessary, a copy of which shall be sent to the member and the original shall be filed for the Union Tallying Committee for their appropriate action, report and recommendation, if any. The foregoing shall not be applicable to matters involving the Credentials Committee's action or report, the provisions of Article XIII, Sections 1 and 2 being the pertinent provisions applicable to such matters.

All protests as to any and all aspects of the election and balloting procedures or the conduct of the same not passed upon by the Union Tallying Committee in its report, excluding therefrom matters involving the Credentials Committee's action or report as provided in the last sentence of the immediately preceding paragraph, but including the procedure and report of the Union Tallying Committee, shall be filed in writing by certified mail with the Secretary-Treasurer at Headquarters to be received no later than the February 25<sup>th</sup> immediately subsequent to the close of the election year. It shall be the responsibility of the member to insure that his written protest is received by the Secretary-Treasurer no later than such February 25<sup>th</sup>. The Secretary-



Procedures are well established for voting, as is seen in the last election when AB/Watchman Jeff Davis cast his ballot at the hall in Algonac.

Treasurer shall forward copies of such written protest to all Ports in sufficient time to be read at the Election Report Meeting. The written protest shall contain the full book member's name, book number, and all details constituting the protest.

(f) At the Election Report Meeting, the report and recommendation of the Union Tallying Committee, including but not limited to discrepancies, protests passed upon by them, as well as protests filed with the Secretary-Treasurer as provided for in Section (e) immediately above shall be acted upon by the meeting. A majority vote of the membership shall decide what action, if any, in accordance with the Constitution, shall be taken thereon, which action, however, shall not include the ordering of a special vote, unless reported discrepancies or protested procedure or conduct found to have occurred and to be violative of the Constitution affected the results of the vote for any office or job, in which event the special vote shall be restricted to such office, offices and/or job or jobs, as the case may be. A majority of the membership at the Election Report Meetings may order a recheck and recount when a dissent to the closing report has been issued by three (3) or more members of the Union Tallying Committee. Except for the contingencies provided for in this Section 4 (f), the closing report shall be accepted as final. There shall be no further protest or appeal from the action of the majority of the membership at the Election Report Meetings.

(g) Any special vote ordered pursuant to Section 4 (f) shall be commenced within ninety (90) days after the first day of the month immediately subsequent to the Election Report Meetings mentioned above. The depository shall be the same as designated for the election from which the special vote is ordered. And the procedures shall be the same as provided for in Section 3, except where specific dates are provided for, the dates shall be the dates applicable which provide for the identical time and days originally provided for in Section 3. The Election Report Meeting for the aforesaid special vote shall be that meeting immediately subsequent to the report of the Union Tallying Committee separated by one calendar month.

### Section 5. Elected Officers and Jobholders.

A candidate unopposed for any office or job shall be deemed elected

to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report that such unopposed candidate has been elected to such office or job. The Election Report Meeting shall accept the above certification of the Union Tallying Committee without change.

### Section 6. Installation into Office and the Job of Assistant Vice-President, Headquarters Representative or Port Agent.

(a) The person elected shall be that person having the largest number of votes cast for the particular office or job involved. Where more than one person is to be elected for a particular office or job, the proper number of candidates receiving the successively highest number of votes shall be declared elected. These determinations shall be made only from the results deemed final and accepted as provided in this Article. It shall be the duty of the President to notify each individual elected.

(b) The duly elected officers and other job holders shall take over their respective offices and jobs and assume the duties thereof at midnight of the night of the Election Report Meeting, or the next regular meeting, depending upon which meeting the results as to each of the foregoing are deemed final and accepted, as provided in this Article. The term of their predecessors shall continue up to, and expire at that time, notwithstanding anything to the contrary contained in Article XI, Section 1. This shall not apply where the successful candidate cannot assume his office because he is at sea.

In such event, a majority vote of the membership may grant additional time for the assumption of the office or job. In the event of the failure of the newly-elected President to assume office, the provisions of Article X, Section 12 shall apply until the expiration of the term. All other cases of failure to assume office shall be dealt with as decided by a majority vote of the membership.

### Section 7.

The Secretary-Treasurer is specifically charged with the preservation and retention of all election records, including the ballots, as required by law, and is directed and authorized to issue such other and further directives as to the election procedures as are required by law, which directives shall be part of the election procedures of this Union.

# Dispatchers' Report for Deep Sea

AUGUST 16, 1996 — SEPTEMBER 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	26	19	4	22	14	1	3	64	40	7
Philadelphia	4	7	0	2	5	1	5	7	7	0
Baltimore	5	6	0	6	6	0	0	11	9	1
Norfolk	12	8	3	10	9	4	1	18	16	6
Mobile	5	8	0	10	5	0	3	14	16	1
New Orleans	21	12	4	21	12	0	8	28	24	4
Jacksonville	32	20	7	31	13	4	8	48	24	8
San Francisco	21	9	1	14	10	0	4	40	25	2
Wilmington	15	11	4	14	5	3	8	28	26	7
Seattle	28	21	0	26	19	0	25	59	33	1
Puerto Rico	8	4	2	9	2	3	7	15	6	4
Honolulu	11	12	1	7	9	1	5	9	22	3
Houston	20	21	3	21	21	8	6	39	32	4
St. Louis	2	2	0	1	0	0	0	1	2	0
Piney Point	1	3	0	0	1	0	1	1	5	0
Algonac	1	0	1	1	0	1	0	1	1	0
<b>Totals</b>	<b>212</b>	<b>163</b>	<b>30</b>	<b>195</b>	<b>131</b>	<b>26</b>	<b>84</b>	<b>383</b>	<b>288</b>	<b>48</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENGINE DEPARTMENT</b>										
New York	20	14	0	10	15	0	3	39	12	3
Philadelphia	3	2	2	2	1	1	1	3	4	1
Baltimore	4	4	0	1	5	0	1	5	8	0
Norfolk	5	6	2	3	7	2	0	9	8	5
Mobile	10	5	0	2	6	0	2	17	3	1
New Orleans	12	7	1	12	8	0	2	23	17	2
Jacksonville	11	19	2	7	19	1	6	17	19	2
San Francisco	5	14	0	11	12	0	8	14	22	1
Wilmington	9	4	2	4	8	0	7	14	11	3
Seattle	15	11	0	13	9	0	7	26	12	0
Puerto Rico	4	1	2	1	3	0	1	9	2	2
Honolulu	4	9	1	1	6	1	0	9	7	4
Houston	11	9	2	18	13	3	7	21	13	3
St. Louis	2	1	0	2	0	1	0	1	1	0
Piney Point	2	6	0	1	5	0	1	4	8	0
Algonac	0	2	0	0	2	0	0	0	0	0
<b>Totals</b>	<b>117</b>	<b>114</b>	<b>14</b>	<b>88</b>	<b>119</b>	<b>9</b>	<b>46</b>	<b>211</b>	<b>147</b>	<b>27</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>STEWARD DEPARTMENT</b>										
New York	15	7	0	6	10	1	5	31	13	0
Philadelphia	0	0	0	1	3	0	1	0	1	0
Baltimore	1	3	0	2	1	0	0	3	3	0
Norfolk	5	6	1	2	2	1	1	8	15	3
Mobile	4	2	0	5	3	0	1	12	2	2
New Orleans	6	11	0	4	5	0	3	13	15	3
Jacksonville	11	6	0	9	3	0	5	24	8	2
San Francisco	20	10	0	17	8	0	7	42	12	0
Wilmington	11	4	2	5	1	0	4	23	7	3
Seattle	19	4	0	14	3	0	5	46	8	0
Puerto Rico	4	4	0	3	3	0	1	6	4	5
Honolulu	9	7	1	7	6	6	4	19	9	0
Houston	8	8	0	14	4	0	6	20	12	3
St. Louis	0	0	0	1	0	0	0	1	0	0
Piney Point	4	1	0	3	0	1	0	9	6	0
Algonac	0	0	1	0	0	0	0	0	1	1
<b>Totals</b>	<b>117</b>	<b>73</b>	<b>5</b>	<b>93</b>	<b>52</b>	<b>9</b>	<b>43</b>	<b>257</b>	<b>116</b>	<b>22</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENTRY DEPARTMENT</b>										
New York	10	21	2	1	17	2	0	20	39	17
Philadelphia	0	0	3	0	0	1	0	0	1	4
Baltimore	1	4	3	0	2	1	0	2	6	4
Norfolk	2	11	9	1	6	6	0	2	24	24
Mobile	2	10	1	1	3	0	0	1	21	2
New Orleans	6	14	4	4	5	3	0	8	27	10
Jacksonville	4	17	7	1	15	3	0	7	33	23
San Francisco	11	21	3	6	11	0	0	22	24	6
Wilmington	3	12	3	2	4	0	0	10	25	6
Seattle	12	18	2	5	11	0	0	17	38	4
Puerto Rico	4	1	7	3	3	1	0	6	5	12
Honolulu	8	39	62	5	30	59	0	12	55	66
Houston	1	16	2	2	10	1	0	3	24	5
St. Louis	0	0	1	0	1	0	0	0	2	1
Piney Point	1	8	1	0	13	2	0	1	16	2
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>65</b>	<b>192</b>	<b>110</b>	<b>31</b>	<b>131</b>	<b>79</b>	<b>0</b>	<b>111</b>	<b>340</b>	<b>186</b>

**Totals All Departments** 511 542 159 407 433 123 173 962 891 283

\* "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.

## November & December 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point . . . . . Monday: November 4, December 2  
 New York . . . . . Tuesday: November 5, December 3  
 Philadelphia . . . . . Wednesday: November 6, December 4  
 Baltimore . . . . . Thursday: November 7, December 5  
 Norfolk . . . . . Thursday: November 7, December 5  
 Jacksonville . . . . . Thursday: November 7, December 5  
 Algonac . . . . . Friday: November 8, December 6  
 Houston . . . . . Tuesday: November 12\*;  
 Monday: December 9  
 \*Change created by Veterans Day  
 New Orleans . . . . . Tuesday: November 12, December 10  
 Mobile . . . . . Wednesday: November 13, December 11  
 San Francisco . . . . . Thursday: November 14, December 12  
 Wilmington . . . . . Monday: November 18, December 16  
 Seattle . . . . . Friday: November 22, December 20  
 San Juan . . . . . Thursday: November 7, December 5  
 St. Louis . . . . . Friday: November 15, December 13  
 Honolulu . . . . . Friday: November 15, December 13  
 Duluth . . . . . Wednesday: November 13, December 11  
 Jersey City . . . . . Wednesday: November 20, December 18  
 New Bedford . . . . . Tuesday: November 19, December 17

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

## Personal

### BOB CARROLL IV

Vicki Johnson Walker would like to hear from you. You may write her at 6838 Apona Court, Diamondhead, MS 39525; or call (601) 255-5163.

### CHAU LUONG

Please contact your brother, Gia Luong, at 1417 S. Claremont Street, San Mateo, CA 94402.

### MICHAEL ANTHONY JOHNSON

Please call your sister, J.J. Johnson, at (334) 434-0355 or 434-0313. It is very important.

### FRANCISCO TRIAGO

Anyone knowing the whereabouts of Francisco Triago is asked to call Carolyn Thompson at (423) 577-7640.

## Notices

### PUERTO RICO CHANGES AREA CODE

The area code for all of Puerto Rico has changed to 787. Except for the area code, the telephone number for the SIU hall in Santurce remains the same. It is now (787) 721-4033.

### PHILADELPHIA CHAPTER OF AMERICAN MERCHANT MARINE VETERANS SEEKS NEW MEMBERS

The High Seas Mariners Chapter of the Philadelphia area's American Merchant Marine Veterans hopes to become a very active group—with luncheon meetings, field trips, social events and other gatherings. It is open to all WWII merchant mariners, members of Public Health Services who treated U.S. seamen, all members (active or inactive) of U.S. maritime service, including academy cadets, all Navy armed guards having served on merchant marine vessels, all members of any U.S. armed services with a DD-214, widows of veterans with a DD-214 and any present-day seaman. Anyone interested in signing on should call John J. Corbett at (215) 659-9297.

**ELECTION DAY  
is November 5, 1996.  
Remember to  
VOTE !**

## Seafarers International Union Directory

**Michael Sacco**  
President

**John Fay**  
Secretary-Treasurer

**Joseph Sacco**  
Executive Vice President

**Augustin Tellez**  
Vice President Contracts

**George McCartney**  
Vice President West Coast

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

**Jack Caffey**  
Vice President Atlantic Coast

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

**Dean Corgoy**  
Vice President Gulf Coast

### HEADQUARTERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Government Services Division  
(415) 861-3400

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

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

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

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

# Dispatchers' Report for Great Lakes

AUGUST 16 — SEPTEMBER 15, 1996

CL—Company/Lakes

L—Lakes

NP—Non Priority

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

TOTAL SHIPPED  
All Groups  
Class CL Class L Class NP

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	36	16	0	20	7	0	16	9
<b>ENGINE DEPARTMENT</b>									
Algonac	0	16	5	0	10	1	0	6	11
<b>STEWARD DEPARTMENT</b>									
Algonac	0	4	8	0	3	1	0	1	7
<b>ENTRY DEPARTMENT</b>									
Algonac	0	28	36	0	17	9	0	17	20
<b>Totals All Departments</b>	<b>0</b>	<b>84</b>	<b>65</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>0</b>	<b>40</b>	<b>47</b>

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

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

# Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 15, 1996

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

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	5	0	0	2	0	0	15	2	0
Gulf Coast	2	6	5	1	0	2	4	9	21
Lakes & Inland Waters	41	0	0	18	0	0	36	0	0
West Coast	1	1	2	13	0	1	0	2	18
<b>Totals</b>	<b>49</b>	<b>7</b>	<b>7</b>	<b>34</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>13</b>	<b>39</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	3	1	1
Gulf Coast	0	0	1	0	0	0	0	0	5
Lakes & Inland Waters	11	0	0	6	0	0	14	0	0
West Coast	0	0	0	1	0	0	0	0	2
<b>Totals</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>8</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	2	0	0	0	0	0	6
Lakes & Inland Waters	7	0	0	4	0	0	6	0	0
West Coast	0	1	0	0	0	1	1	1	11
<b>Totals</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>17</b>
<b>Totals All Departments</b>	<b>69</b>	<b>8</b>	<b>10</b>	<b>45</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>15</b>	<b>64</b>

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

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

## Holiday Issue of LOG to Feature Personal Greetings

As has been done in past years, this December's edition of the *Seafarers LOG* will include holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- **PRINT or TYPE** (in 25 words or less) the message in the space provided at right. Photographs also are welcome.
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person.
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.)
- The holiday greetings must be received **no later than Friday, November 15, 1996.**
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the *LOG* at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December *LOG* is a popular feature, so be sure to get your message in on time.

### HOLIDAY MESSAGE (PLEASE PRINT OR TYPE)

To: \_\_\_\_\_

From: \_\_\_\_\_

Sender's Telephone Number: \_\_\_\_\_

Message: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Check the block which describes your status with the SIU:

- Active Seafarer                       Family Member of Active Seafarer
- Retired Seafarer                       Family Member of Retired Seafarer

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746.  
The greeting should be received at the *LOG* office by Friday, November 15, 1996.

10/96





## 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.

Eight Seafarers are joining the SIU pension rolls this month. **Jessie D. Foster**, 65, is one of five retiring members who sailed on the deep seas. Another two worked on the inland waterways, while the eighth member shipped aboard Great Lakes vessels.

In 1980, Foster graduated from the bosun recertification program at the Lundeberg School. This course offers the highest level of training for deck department members at the Piney Point, Md. training facility.

The oldest retiring member this month is Chief Steward **Albert L. Westbrook**. He is 70.

Of those signing off their ships for the last time, three each sailed in the deck and steward departments; two were members of the engine department.

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

### DEEP SEA

**JESSIE D. FOSTER**, 65, joined the Seafarers in 1966 in the port of Houston. Brother Foster's first



ship was the *Achilles*, operated by Newport Tankers. The Texas native sailed in the deck department and

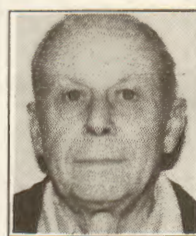
upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification course in 1980. From 1951 to 1954, he served in the U.S. Navy. Brother Foster has retired to LaMarque, Texas.

**YOUNIS A. KAHN**, 52, became a member of the SIU in 1972 in the port of New York. A native of Arabia, he

first shipped on the *Mankato Victory*, operated by Victory Carriers, Inc. Starting out in the steward department, he later transferred to the engine department



and upgraded at the union's training facility in Piney Point, Md. Brother Kahn makes his home in Brooklyn, N.Y.



**GILBERT C. SCHUSTER**, 67, first sailed with the Seafarers in 1959 from the port of Houston aboard the *Penn Voyager*,

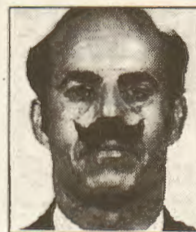
operated by Penn Shipping Co. The Iowa native sailed as a member of the engine department. From 1946 to 1947, he served in the U.S. Navy. Brother Schuster resides in Madison, Wis.

**ALBERT L. WESTBROOK**, 70, began sailing with the SIU in 1966 from the port of San Francisco.

His first ship was the *Los Angeles*, operated by Sea-Land Service. Brother



Westbrook sailed in the steward department and upgraded at the Lundeberg School, last working as a chief cook. During World War II, he served in the U.S. Navy from 1943 to 1946. Brother Westbrook lives in San Francisco.



**KALELB K. YAFAI**, 62, started his career with the Seafarers in 1967 in the port of San Francisco aboard the

*Transoneida*, operated by Hudson Waterways. Brother Yafai sailed in the steward department and upgraded at the Lundeberg School. Born in Arabia, Brother Yafai makes his home in San Francisco.

### INLAND

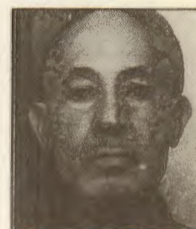
**WILLIAM C. GUERRIN**, 65, joined the Seafarers in 1976 in the port of Jacksonville, Fla. The deck department member upgraded at the Lundeberg School and completed the tow-boat scholarship program there in

1978. Boatman Guerrin last sailed as a captain. From 1949 to 1954, he served in the U.S. Navy. Born in Massachusetts, he has retired to Fernandina Beach, Fla.

**RICHARD A. SOUZA**, 64, began his career with the SIU in 1974 in the port of Philadelphia after serving 22 years in the U.S. Coast Guard. He first sailed aboard the tug *Venturer*, operated by Interstate Oil Transport, as a member of the deck department. Born in Massachusetts, Boatman Souza resides in West Buxton, Maine.

### GREAT LAKES

**ALI B. HUBABI**, 65, joined the SIU in 1964 in the port of Duluth, Minn. Brother Hubabi sailed in both the steward and engine departments. He last sailed in 1985 aboard the *M. McCurdy*, operated by Kinsman Lines. Born in Yemen, Brother Hubabi has retired to Buffalo, N.Y.



## At Work Aboard Crowley's Ambassador



When the *Ambassador* pulled into Port Everglades, Fla. last month, there was much work for the crewmembers of the roll-on/roll-off vessel to take care of. Above, ABs Alan Less (left), Philip Reynolds (center) and Robert DesMartau lay out chains on the car deck.



AB Robert Lindsay helps keep the *Ambassador* shipshape by stacking trailer supports on deck.



Mealtime aboard the *Ambassador* means GSM Fidel Thomas (left) gets the silverware set up while Chief Cook Leonard Skipper stands ready to take crewmembers' orders.



Installing repaired cargo fans aboard the roll-on/roll-off vessel are, from left, DEU Levi Rollins, QMED George Habinger and QMED J.R. Cirafisi.

# Final Departures

## DEEP SEA

### CARL A. BALL



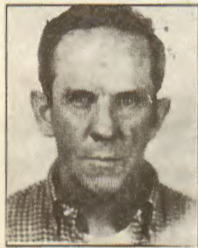
Pensioner Carl A. Ball, 77, passed away recently. Brother Ball joined the Seafarers in 1968 in the port of San Francisco. The California native sailed in the engine department and began receiving his pension in March 1985.

### TRAVIS H. BREWER



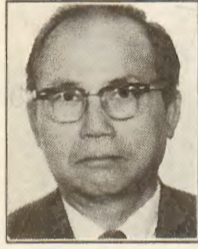
Pensioner Travis H. Brewer, 72, died July 18. Born in Texas, he started his career with the SIU in 1966 in the port of Houston. Brother Brewer sailed as a member of the engine department. The World War II veteran served in the U.S. Navy from 1941 to 1945. He retired in March 1989.

### MAHLAND CANN



Pensioner Mahland Cann, 76, passed away August 4. A native of New York, he first sailed with the Seafarers in 1947 from the port of New York. Brother Cann worked in both the deck and steward departments and attended an educational conference at the Lundeberg School in Piney Point, Md. A veteran of World War II, he served in the U.S. Army from 1940 to 1945. Brother Cann began receiving his pension in March 1986.

### GEORGE CHANG



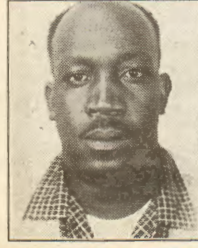
Pensioner George Chang, 81, died July 19. He began sailing with the SIU in 1948 from the port of New York. Born in China, the steward department member last sailed as a chief cook. Brother Chang retired in November 1980.

### FRANK J. CONFORTO



Frank J. Conforto, 79, passed away July 27. Brother Conforto started his career with the Seafarers in 1952 in the port of New York. The Louisiana native sailed in the steward department and attended an educational conference at the Lundeberg School. Brother Conforto last sailed in 1984 aboard the *Star of Texas*, operated by Titan Navigation. He served in the U.S. Army during WWII—from 1943 to 1945.

### FRED CREWS



Fred Crews, 71, died August 5. Born in North Carolina, he first sailed with the SIU in 1948 from the port of Bal-

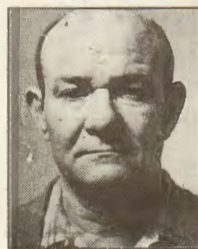
timore. Brother Crews last sailed as a chief cook aboard an American President Lines vessel in 1991. A World War II veteran, he served in the U.S. Marine Corps from 1943 to 1946.

### CHARLES D'AMICO



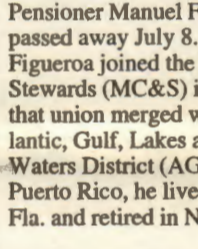
Pensioner Charles D'Amico, 67, passed away July 31. Born in Connecticut, he started sailing with the Seafarers in 1947 from the port of New York. Brother D'Amico sailed in the deck department and completed the bosun recertification course at the Lundeberg School in 1974. He began receiving his pension in September 1991.

### DAVID E. DAVIS



David E. Davis, 75, died June 2. A native of Kansas, he first sailed with the SIU in 1952 from the port of Seattle. Brother Davis last sailed in 1983 as a member of the engine department aboard the *Santa Mercedes*, operated by Delta Steamship Lines.

### MANUEL FIGUEROA



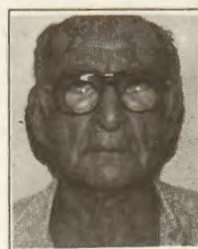
Pensioner Manuel Figueroa, 85, passed away July 8. Brother Figueroa joined the Marine Cooks & Stewards (MC&S) in 1945, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Puerto Rico, he lived in Palm Bay, Fla. and retired in November 1974.

### WILBERT FRUGÉ



Pensioner Wilbert Frugé, 68, died August 2. Born in Louisiana, he began sailing with the Seafarers in 1956 from the port of New Orleans. Brother Frugé sailed in the steward department. From 1945 to 1947, he served in the U.S. Navy. He began receiving his pension in April 1990.

### JOSEPH C. GARCIA



Pensioner Joseph C. Garcia, 91, died July 28. A native of Puerto Rico, he was a charter member of the SIU, joining the union in 1939 in the port of New York. Brother Garcia sailed as a member of the deck department. He began receiving his pension in March 1975.

### NORMAN D. GILLIKIN



Pensioner Norman D. Gillikin, 68, passed away August 4. Born in Florida, he first sailed with the SIU in 1952 from the port of New Orleans. Brother Gillikin worked in the deck department and retired in June 1989. From 1946 to 1947, he served in the U.S. Army.

### RAYMENT GAMAGE

Pensioner Rayment Gamage, 74, passed away July 30. He joined the MC&S in the 1950s, before that union merged with the SIU's AGLIWD. Born in Ohio, Brother Gamage retired in May 1976.

### ORLANDO L. GUERRERO



Pensioner Orlando L. Guerrero, 77, died July 23. Brother Guerrero joined the SIU in 1949 in the port of New York. He sailed in the engine department and upgraded to electrician at the union's training facility in Piney Point, Md. During World War II, he served as a translator for the U.S. Army from 1942-1946. Born in Costa Rica, Brother Guerrero began receiving his pension in November 1983.

### JESSE HART

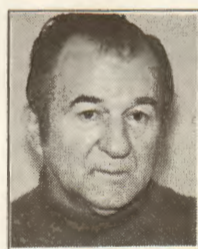


Jesse Hart, 34, passed away June 17. He began sailing with the SIU in 1993 from the port of Norfolk, Va. Brother Hart last sailed in December 1994 as a chief cook aboard the *USNS Capable*, operated by U.S. Marine Management, Inc. The Virginia native served in the U.S. Marine Corps and was honorably discharged in March 1988.

### LEE HIN KWAI

Pensioner Lee Hin Kwai, 71, died recently. Brother Kwai joined the MC&S in 1948, before that union merged with the SIU's AGLIWD. He began receiving his pension in February 1978.

### EDWARD LEVY



Pensioner Edward Levy, 69, passed away July 30. Born in Pennsylvania, he started his career with the Seafarers in 1945 in the port of New Orleans. Brother Levy sailed as a member of the steward department and retired in October 1986.

### ROBERT C. MILLER



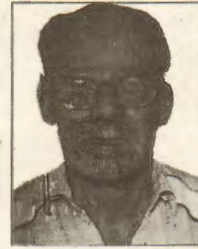
Pensioner Robert C. Miller, 64, died August 7. A native of Pennsylvania, he began sailing with the Seafarers in 1963 from the port of Houston. Brother Miller sailed in the engine department and upgraded at the Lundeberg School. He retired in September 1993.

### JAMES D. MOORE



Pensioner James D. Moore, 74, passed away August 2. Brother Moore joined the SIU in 1944 in his native New York. He sailed in the deck department and upgraded at the Lundeberg School. Brother Moore began receiving his pension in August 1984.

### HERSHEL L. MYERS



Pensioner Hershel L. Myers, 75, died July 23. Born in Indiana, he joined the Seafarers in 1967 in the port of Wilmington, Calif. He first sailed aboard the *Fairport*, operated by Waterman Steamship Co. Brother Myers last sailed as a bosun and retired in September 1986. A veteran of World War II, he served in the U.S. Navy from 1941 to 1946.

### CALIXTO NUNEZ

Pensioner Calixto Nunez, 92, passed away February 11. He joined the MC&S in 1936 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Nunez began receiving his pension in July 1967.

### THOMAS G. RYAN



Pensioner Thomas G. Ryan, 74, died August 11. A native of Maryland, he began sailing with the Seafarers in 1951 from the port of Baltimore. Brother Ryan sailed in both the deck and engine departments. He served in the U.S. Army during World War II. Brother Ryan retired in 1987.

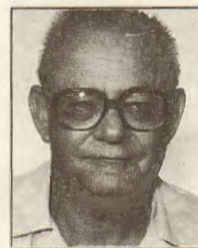
### JACK G. SERRANO

Pensioner Jack G. Serrano, 88, passed away July 4. Brother Serrano began sailing with the MC&S in 1946, before that union merged with the SIU's AGLIWD. He began receiving his pension in July 1973.

### ILIAS E. STAMATAKOS

Ilias E. Stamatakos, 50, died June 10. Born in Greece, he first sailed with the Seafarers in 1991 from the port of Norfolk, Va. Brother Stamatakos sailed in the engine department, primarily on vessels operated by Sea-Land Services, Inc.

### GLEN E. VINSON



Pensioner Glen E. Vinson, 66, passed away August 12. A native of New Jersey, he joined the SIU in 1947 in the port of New York. Brother Vinson sailed in the deck department. From 1951 to 1953, he served in the U.S. Army. He began receiving his pension in June 1985.

### ELVIS O. WARREN

Pensioner Elvis O. Warren, 77, died August 3. He started his career with the SIU in 1952 in the port of New York. The Texas native sailed in the deck department. He served in the U.S. Army during World War II. Brother Warren retired in February 1992.

### HAROLD O. WHITMAN

Pensioner Harold O. Whitman, 79, passed away July 22. Brother Whitman began sailing with the SIU in 1956 from the port of Seattle. The Pennsylvania native sailed in the deck department and upgraded at the Lundeberg School. A veteran of World War II, he served in the U.S. Air Force from 1942 to 1945. Brother Whitman began receiving his pension in July 1989.

## SUEY G. YEE

Pensioner Suey G. Yee, 92, died July 12. He joined the MC&S in 1957, before that union merged with the SIU's AGLIWD. Brother Yee retired in July 1973.

## INLAND

### RAYMOND F. GREGOREK

Pensioner Raymond F. Gregorek, 68, passed away June 17. A native of Maryland, he joined the Seafarers in 1956 in the port of Baltimore. Boatman Gregorek sailed in the deck department and began receiving his pension in September 1989.

### LEE B. MCGOVERN



Lee B. McGovern, 38, died August 14. He graduated from the Lundeberg School's entry level program for seamen in 1976 and joined the SIU in the port of Piney Point, Md. Born in Ohio, Boatman McGovern sailed as a member of the deck department.

### JAN E. SONNIE



Jan E. Sonnie, 45, passed away June 30. Born in Maine, she began sailing with the Seafarers in 1991 from the port of Algonac, Mich. Sister Sonnie was a resident of Harbor Beach, Mich. and sailed in the steward department.

### LINDSEY W. WEST

Pensioner Lindsey W. West, 67, died August 8. Boatman West started his career with the SIU in 1965 in the port of Norfolk, Va. The North Carolina native sailed in the deck department and attended two educational conferences at the Lundeberg School. From 1948 to 1951, he served in the U.S. Navy. Boatman West retired in April 1991.

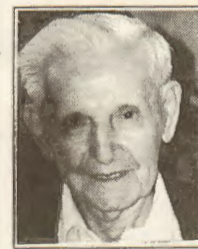
## ATLANTIC FISHERMEN

### DOMENIC MONTAGNINO

Pensioner Domenic Montagnino, 82, passed away August 4. A native of Boston, he joined the Atlantic Fishermen's Union in 1965 in the port of Gloucester, Mass., before it merged with the AGLIWD. Brother Montagnino last sailed as a captain. He began receiving his pension in December 1980.

## RAILROAD MARINE

### STEPHEN J. ANDROS



Pensioner Stephen J. Andros, 92, died June 28. A native of New Jersey, he joined the Seafarers in 1960 in the port of New York. Brother Andros sailed in the deck department and worked primarily for the Baltimore & Ohio Railroad. He began receiving his pension in November 1968.

### FRANKE CHORLEY

Pensioner Franke Chorley, 68, died August 11. Brother Chorley started his career with the SIU in 1953 in the port of Frankfort, Mich. The Michigan native sailed in the engine department and worked primarily for Ann Arbor Railroad. From 1946 to 1947, he served in the U.S. Army. Brother Chorley retired in May 1991.

# 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.

## AMERICAN CORMORANT

(Osprey-Acomarit), July 28—Chairman **Vernon Huelett**, Secretary **Darryl Goggins**, Deck Delegate **Syed Aslam Mehdi**, Engine Delegate **Jason Furtah**, Steward Delegate **Robert Wright**. Educational director advised members of importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department if new money purchase plan is included in new contract for *American Cormorant*. Crewmembers extended vote of thanks to Chief Steward Goggins, Chief Cook Wright and SA A. Bermudez for job well done. Next ports: Diego Garcia and Singapore.

## CHAMPION (Kirby Tankships),

July 28—Chairman **Gabriel Bonefont Jr.**, Secretary **Catherine Scott**, Educational Director **James McDaniel**, Deck Delegate **Donald Clotter**, Engine Delegate **Oscar Garcia**, Steward Delegate **Jose Santiago**. Chairman asked crewmembers to limit ice use to one bucket per meal until new ice machine is received. Bosun reported payoff in Long Beach, Calif. on July 31. He urged members to take advantage of educational opportunities available at Piney Point and donate to SPAD. Educational director reminded crew to attend tanker operation/safety course at Paul Hall Center and obtain STCW identification certificate from U.S. Coast Guard. Treasurer told crew \$10 remains in ship's fund following purchase of five new movies. No beefs or disputed OT reported. Crewmembers extended thoughts and prayers to friends and family of AB **Jim Heatherly**, who passed away July 12. Bosun Bonefont noted Heatherly will be missed by entire crew.

**CHARLES L. BROWN** (Transoceanic Cable), July 25—Chairman **Francisco Sousa**, Secretary **Melvin Hite**, Educational Director **Joseph Stores**, Deck Delegate **Russell Kleinsmith**, Engine Delegate **Daniel Hopkins**, Steward Delegate **German Solar-Nunez**. Chairman noted washing machine parts were ordered but have not arrived. Crew continued to request new washing machine. Crew noted current machine is running 24-hours-a-day and there is always a long wait for use. Bosun asked crew not to remove others' clothes from washing machine. Chairman announced payoff on August 1 and reminded crew new

## BBQ on the Hammer



With the charcoal grill just right, Chief Cook Ronnie C. Hall begins flipping burgers during a shipboard barbecue aboard the *Frances Hammer*.

captain and chief mate will be boarding vessel on August 6. Secretary stated he is ordering new stores and fresh vegetables. Educational director urged members to upgrade at Piney Point. Treasurer announced \$700 in ship's fund. No beefs or disputed OT reported. Crew reported air conditioning in some quarters not functioning properly, resulting in difficulty sleeping in hot climate of U.S. Virgin Islands. Next port: St. Thomas, U.S.V.I.

**GALVESTON BAY** (Sea-Land Service), July 21—Chairman **John Bertolino**, Secretary **Stan Krystosiak**, Educational Director **Miguel Rivera**, Deck Delegate **Larry Combs**, Engine Delegate **Christopher Benzenberg**, Steward Delegate **Steven Parker**. Deck delegate noted concern about payment of penalty pay for quarter-master work on bridge. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next port: Portsmouth, Va.

**ITB JACKSONVILLE** (Sheridan Transportation), July 7—Chairman **Joseph Caruso**, Secretary **Ali Hydera**, Educational Director **Gary Morrison**, Deck Delegate **Adam Talucci**, Steward Delegate **Carlos Majao**. Chairman reminded crew to keep plastic items separate from regular trash. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done. Next port: St. Croix, U.S.V.I.

**LEADER** (Kirby Tankships), July 1—Chairman **Patrick Rankin**, Secretary **Eva Myers**, Deck Delegate **Samuel Duah**, Engine Delegate **Chris Beaton**, Steward Delegate **Kenneth Bethea**. Crew discussed creating movie fund. Chairman reported payoff on July 4. Educational director discussed importance of going to Piney Point to attend tanker operation/safety course and obtaining STCW identification certificates. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Next port: Texas City, Texas.

**LNG CAPRICORN** (ETC), July 14—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Robert Rice**, Deck Delegate **Richard Lewis**, Steward Delegate **Tony Palumbo**. Chairman thanked crew for jobs well done and encouraged crewmembers to keep up good work. He noted crew still waiting for information on new contracts from union. Bosun asked all members to donate to SPAD. Educational director advised crewmembers to take advantage of Piney Point upgrading opportunities. Treasurer announced \$380 in ship's fund, and crew discussed purchase of new radio for gym with the money. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Bosun noted STCW forms posted in crew lounge and advised all crewmembers to get identification certificate. Crew suggested contracts department look into compensating Seafarers who retired with 25 or more years seetime before pension cap was lifted. Crew requested VCR and stereo for crew lounge. Crew praised Chief Cook **Udjang Nurdjaja** and SAs **Dave Wakeman**, **Chris Guglielmi** and **Tony Palumbo** for creating excellent meals and des-

serts. Next ports: Arun, Indonesia and Tobata, Japan.

**OOCL INNOVATION** (Sea-Land Service), July 14—Chairman **Allan Rogers**, Secretary **Robert Seaman**, Engine Delegate **Fred Tierney**, Steward Delegate **Richard Oliva**. Chairman informed crewmembers that furniture for lounge has been ordered. Treasurer noted \$60 in movie fund. No beefs or disputed OT reported. Crew requested new stereo system for crew lounge and reported dryer needs repair. Next port: Boston.

**OMI COLUMBIA** (OMI Corp.), July 22—Chairman **Jerry Foley**, Secretary **Dana Zuls**, Educational Director **E. Olson**, Deck Delegate **Jack Walker**, Engine Delegate **Gregory Stone**, Steward Delegate **Yahya Ali**. Chairman and crew discussed possibility of time off while ship at anchor for two days in Long Beach, Calif. Secretary stressed importance of voting in U.S. presidential election. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew asked contracts department for verification of new agreement. Chairman advised members to send applications for STCW certificate to Coast Guard before October 1. Crew thanked galley gang for excellent feeding. Bosun discussed need for SPAD donations and upgrading at Piney Point. Next ports: Long Beach and El Segundo, Calif.

**OVERSEAS NEW YORK** (Maritime Overseas), July 29—Chairman **Carlos Loureiro**, Secretary **Barbara J. Stevenson**, Educational Director **F. Durand Jr.**, Deck Delegate **Michael Murphy**, Engine Delegate **Dennis Riley**, Steward Delegate **Martin Qader**. Chairman reported new TV antenna hooked up but new dryer is not. He announced payoff and stressed importance of shipboard safety. Educational director urged crewmembers to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward department. Bosun announced copies of new contract received from headquarters. Crew discussed launch service and thanked steward department for fine job done preparing meals. Crew noted a good time was had in Panama.

**OVERSEAS VIVIAN** (Maritime Overseas), July 21—Chairman **Joseph Colangelo**, Secretary **Matthew Scott**, Educational Director **Wayne Roberson**, Deck Delegate **Tom Arriola**, Engine Delegate **Rudolph Lopez**, Steward Delegate **Alan Bartley**. Crew asked contracts department to send ship copies of new contract. Chairman announced ship will go into Tampa, Fla. shipyard July 28. He reported upcoming payoff and thanked deck department for job well done. Secretary thanked crewmembers for keeping house in excellent condition. Educational director reminded crew to upgrade at Piney Point. No beefs or disputed OT reported. Crew asked contracts department to consider lowering retirement age.

**RICHARD G. MATTHIEN** (Ocean Shipholding), July 21—Chairman **James Martin**, Secretary **Lorell McElroy**, Educational Director **Kelly Mayo**, Deck Delegate **Wayne Casey**, Engine Delegate **Dean Dobbins**, Steward Delegate **Michael Poolar**. Educational director advised all members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Treasurer announced \$456 in ship's fund. Crew made request for company to provide heavily insulated arctic weather gear—gloves, coveralls, parkas and insulated head gear. Crew asked contracts department for update on new agreement. Bosun noted pictures from recent trip to Greenland being sent to *Seafarers LOG*. Next ports: Greenland, Spain and Houston.

**SEA-LAND DISCOVERY** (Sea-Land Service), July 21—Chairman **Richard Ehlert**, Secretary **Vainu'u Sili**, Educational Director **Sonny**

**Acosta**, Engine Delegate **Joseph Holzinger**, Steward Delegate **London Curry**. Chairman and crew discussed shortage of stores aboard vessel. Educational director advised all members to upgrade at Piney Point. No beefs or disputed OT reported. Next port: Long Beach, Calif.

**SEA-LAND EXPLORER** (Sea-Land Service), July 29—Chairman **Hayden Gifford**, Secretary **William Burdette**, Educational Director **Mike Wells**, Deck Delegate **James Henry**, Engine Delegate **Roy Coleman**, Steward Delegate **Richard Gegenheimer**. Chairman announced ship will arrive in port of Long Beach, Calif. July 31. Bosun advised crewmembers that everyone should be familiar with fire stations and firefighting equipment. He reminded members to attend tanker-man operation/safety course at Piney Point and upgrade to ensure job

**Abuan**. Chairman and members discussed new contract. Secretary reported movie fund has been split between licensed and unlicensed departments and there is \$193 in unlicensed fund. No beefs or disputed OT reported. Chairman asked crew to take proper care of movies and make sure they are returned to library rewound. Next port: Oakland, Calif.

**SEA-LAND PATRIOT** (Sea-Land Service), July 21—Chairman **Robert Garcia**, Educational Director **Robert Blackwell**, Deck Delegate **Dominic Sanfilippo**, Engine Delegate **Julio Paminiano**. Educational director announced dates of upcoming classes being offered at Lundeberg School and advised members to look into attending. No beefs or disputed OT reported. Bosun thanked crewmembers for keeping vessel extra clean. Crew gave special thank you to

## Puerto Rico Members Gather for Meeting



Crewmembers employed at the Marine Ocean Engineering Department (MOE) of Lockheed Martin Services, Inc. in Fajardo, P.R. recently held their union meeting at a local restaurant. Joining in on the discussion of contract issues are (from left) Basic Repairer C. Ortiz, Marine Technician Roger Figueroa, SIU Patrolman Amancio Crespo, Basic Repairer Angelo Acosta, Marine Technician Peter Torrens, Basic Repairer Miguel Vargas, Marine Technician Rafael Agosto, Marine Technician Carlos Molinaris and Repair Technician Osvaldo Cordero. The MOE workers maintain and operate several types of vessels which are used to support the Atlantic Fleet Weapons Training Facility at the U.S. Naval Station at Roosevelt Island.

security. Educational director also urged crewmembers to upgrade at Paul Hall Center. Crew thanked bosun for making outside decks non-skid. Crew extended special vote of thanks to galley gang for excellent meals. Next ports: Long Beach and Oakland, Calif.

**SEA-LAND HAWAII** (Sea-Land Service), July 30—Chairman **Jim Carter**, Secretary **D. Spangler**, Deck Delegate **Efstratios Zoubantis**, Steward Delegate **Hector Guilbes**. Chairman noted once decks have been scrubbed they will be painted. No beefs or disputed OT reported. Crew asked for information concerning new contract and asked that antenna be repaired or replaced. Next port: Port Elizabeth, N.J.

**SEA-LAND INNOVATOR** (Sea-Land Service), July 14—Chairman **John Stout**, Secretary **Jose Bayani**, Educational Director **Herman Manzer**, Deck Delegate **Walter Weaver**, Engine Delegate **Crescencio Suazo**, Steward Delegate **John Bennett**. Chairman asked crewmembers to rewind and return movies to shelves after viewing. Secretary thanked chairman for job well done and crewmembers for maintaining clean lounge and mess hall. He wished all crew signing off a nice vacation. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman and crew discussed details of new standard contract. Crew requested another washing machine for greasy work clothes. Next port: Long Beach, Calif.

**SEA-LAND LIBERATOR** (Sea-Land Service), July 7—Chairman **Joel Miller**, Secretary **G. Thomas**, Educational Director **Gary Dahl**, Deck Delegate **Mickey Nobel**, Steward Delegate **Mercurion**

steward department members for good food and friendly atmosphere. Bosun reminded crew signing off to leave room clean and turn in key. Next ports: Long Beach and Oakland, Calif. and Hong Kong.

**SEA-LAND QUALITY** (Sea-Land Service), July 14—Chairman **Ruben Morales**, Secretary **Terry Smith**, Educational Director **A.S. Hernandez**, Deck Delegate **John Elias**, Engine Delegate **Byron Elliot**, Steward Delegate **Brian Schmeer**. Chairman informed crewmembers that four requests for recliners in crew lounge have been made. He thanked all departments for observing safety rules, keeping clean house and maintaining smooth sailing during recent voyage. Educational director urged members to upgrade skills at Lundeberg School. Deck department reported beefs and disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked for new washing machine and dryer for crew laundry. Crew also asked contracts department to clarify "designated areas" for penalty pay as stated in new contract. Next ports: Charleston, S.C., Port Everglades and Jacksonville, Fla. and Houston.

**SEA-LAND RELIANCE** (Sea-Land Service), July 21—Chairman **Oscar Wiley Jr.**, Secretary **Pablo Lopez**, Educational Director **Amos Jaramillo**, Deck Delegate **James Rader**, Engine Delegate **James Brown Jr.**, Steward Delegate **Richard Manalo**. Chairman advised crew on importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Steward reminded all crewmembers to use utensils to handle food on salad bar. He also asked that door leading to crew mess hall be locked while in port. Next port: Seattle.

Continued on page 20

# Ships Digest

Continued from page 19

**WILLAMETTE** (Kirby Tankships), July 28—Chairman **Billy Hill**, Secretary **Oscar Angeles**, Educational Director **C. Dahlhaus**, Deck Delegate **Brad Seibel**, Engine Delegate **Craig Croft**, Steward Delegate **Juan Gonzalez**. Chairman announced payoff upon arrival in port of Long Beach, Calif. He thanked deck department for productive and good work. Crewmembers extended sympathy wishes to the families of the SIU brothers who were killed in G & H tugboat accident. Educational director encouraged all members to get STCW identification certificate before October 1 deadline. Treasurer announced \$57 in ship's fund. No beefs or disputed OT reported. Crew thanked contracts department for letter of response from May ship's minutes. Crew discussed establishing movie fund. Galley gang thanked by entire crew for doing best job possible in preparing good meals. Steward department thanked crew for doing fine job in keeping crew mess area clean and orderly.

**LEADER** (Kirby Tankships) August 2—Chairman **J.R. Wilson**, Secretary **Eva Myers**, Educational Director **William Hudson**, Deck Delegate **Sam Duah**. Chairman discussed importance of voting in U.S. presidential election in November. He noted that those who will be at

sea may apply to vote by absentee ballot. Bosun stated that Seafarers can help keep legislators in office who support maritime issues by donating to SPAD. Secretary announced steward department running low of milk, soap, spices and sauces. Engine delegate reported beef; deck delegate reported disputed OT. No beefs or disputed OT reported by steward delegate. Chairman gave vote of thanks to galley gang on behalf of entire crew. He added the galley gang gives meaning to the word "service." Crew thanked chief steward for going extra mile by baking special pastries and treats for crewmembers.

**LIBERTY STAR** (Liberty Maritime), August 4—Chairman **Theodore Bush III**, Secretary **Henry Jones Jr.**, Deck Delegate **Willie Chestnut**, Steward Delegate **Stephanie Smith**. Chairman reported next voyage will include trip into shipyard. He announced upcoming payoff in port of Galveston, Texas. Secretary thanked crew for keeping ship's house clean. He reminded crew to get STCW identification certificate by October 1 and attend tanker operation/safety course at Piney Point. Secretary thanked entire crew for good trip and reminded those signing off to clean rooms for next person. Deck delegate reported disputed OT and steward delegate reported beef. No beefs or disputed OT reported by engine delegate. Crew thanked galley gang for excellent food and clean ship. Next port: Galveston.

## Don't Break the Bank!



Apply for a Seafarers Welfare Plan Scholarship Instead

The rising costs of higher education is no reason not to apply to a college or university. Nor does studying for a degree necessarily require depleting hard-earned savings.

Seven scholarships will be awarded in 1997 to help SIU members and their families attain their educational goals. Three of the stipends are reserved for SIU members (one in the amount of \$15,000 for study at a four-year college or university; and two \$6,000 two-year scholarships for study at a vocational school or community college). The other four scholarships will be presented to spouses and dependent children of Seafarers. Each of these four is a \$15,000 stipend for study at a four-year college or university.

Eligibility requirements are spelled out in a booklet which also

contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan. The program booklets also are available at the SIU halls.

In addition to the completed application form, a number of other items will need to be included in the total application package. These include the applicant's autobiographical statement, a photograph, a certified copy of his or her birth certificate, high school transcripts and certification of graduation or official copy of high school equivalency scores, college transcripts, letters of reference and SAT or ACT score results.

Six months remain until the April 15, 1997 deadline. Now is the time to start the application process. There is no need to break the piggy bank!

Please send me the 1997 SIU scholarship program booklet which contains eligibility information, procedures for applying and the application form.

Name \_\_\_\_\_

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

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

City, State, Zip Code \_\_\_\_\_

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

This application is for:  Self  Dependent

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

10/96

# 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.

## DO BUY Union-Made Tires

### Saturn Will Swap B/F Tires When Asked

Under an agreement with the Auto Workers local union that represents its employees, General Motors's Saturn Corp. will swap—without charge—the Bridgestone/Firestone (B/F) tires that are standard on its new Saturn cars for any customer who asks a dealer to do it.

In addition, UAW Local 1853 Financial Secretary John Michaud says the Saturn-B/F supplier agreement might not be renewed if the Steelworkers-B/F dispute is not settled "to everyone's satisfaction" before the current pact expires in 1997. At Saturn, the company and union jointly make purchasing decisions. Saturn customers, of course, should

request replacements made by rubber workers covered by Steelworkers union contracts.

To facilitate the selection of such union-made tires, we are publishing here the list of Steelworkers-union-made tires.

The two-symbol codes, listed alphabetically on the left of each column below, are found immediately after the three letters "DOT," and ahead of several other letters and digits, near each tire's wheel bead. The two-symbol codes identify the factory at which the tire was made.

Below are the codes for factories where employees are working under Steelworkers union contracts:

Code	Company & Location (Parent Company)	Code	Company & Location (Parent Company)
AC	General Tire, Charlotte, N.C. (Continental)	JF	Kelly-Springfield, Fayetteville, N.C. (Goodyear)
AD	General Tire, Mayfield, Ky. (Continental)	JH	Kelly-Springfield, Freeport, Ill. (Goodyear)
AN	Uniroyal Goodrich, Opelika, Ala. (Michelin)	JJ	Goodyear, Gadsden, Ala.
A9	General Tire, Byron, O. (Continental)	JN	Goodyear, Topeka, Kan.
BE	Uniroyal Goodrich, Tuscaloosa, Ala. (Michelin)	JP	Kelly-Springfield, Tyler, Tex. (Goodyear)
BF	Uniroyal Goodrich, Woodburn, Ind. (Michelin)	JT	Goodyear, Union City, Tenn.
BH	Uniroyal Goodrich, Kitchener, Ont. (Michelin)	JU	Goodyear, Medicine Hat, Alta.
BX	Pirelli Armstrong, Nashville, Tenn. (Pirelli)	MC	Goodyear, Danville, Va.
CC	Mohawk, Salem, Va. (Yokohama)	MD	Goodyear, Gadsden, Ala.
CF	Titan Tire, Des Moines, Ia. (Titan)	MJ	Goodyear, Topeka, Kan.
CH	Pirelli Armstrong, Hanford, Calif. (Pirelli)	MK	Goodyear, Union City, Tenn.
CK	Pirelli Armstrong, Nashville, Tenn. (Pirelli)	MM	Kelly-Springfield, Fayetteville, N.C. (Goodyear)
CV	Fidelity Tire, Natchez, Miss. (Condere Corp.)	MN	Kelly-Springfield, Freeport, Ill. (Goodyear)
DA	Dunlop, Buffalo, N.Y. (Sumitomo)	MP	Kelly-Springfield, Tyler, Tex. (Goodyear)
DB	Dunlop, Huntsville, Ala. (Sumitomo)	PC	Goodyear, Medicine Hat, Alta.
DY	Denman, Warren, O.	PJ	Kelly-Springfield, Fayetteville, N.C. (Goodyear)
D9	United Tire, Rexdale, Ont.	PK	Kelly-Springfield, Freeport, Ill. (Goodyear)
FO	Fidelity Tire, Natchez, Miss. (Condere Corp.)	PL	Kelly-Springfield, Tyler, Tex. (Goodyear)
JE	Goodyear, Danville, Va.	PT	Goodyear, Danville, Va.
		PU	Goodyear, Gadsden, Ala.
		PY	Goodyear, Topeka, Kan.
		TA	Goodyear, Union City, Tenn.
		UK	Goodyear, Medicine Hat, Alta.
		UP	Cooper, Findlay, O.
		UT	Cooper, Texarkana, Ark.

## NOTICES

### Pay Vouchers Needed With Some Vacation Applications

Seafarers sailing aboard the following vessels must provide copies of their pay vouchers when filing for vacation benefits related to employment. Rate of vacation benefits is contingent upon the vessel's status. Pay vouchers provide this information; discharges do not.

#### American Overseas

Cape Washington  
Cape Juby  
Cape Johnson  
Cape John  
Cape Jacob  
Cape Lambert  
Cape Lobos  
Cape Wrath  
Wright  
Curtiss

Keystone State  
Gem State  
Grand Canyon State  
Cape Fear  
Green Mountain State

#### Interocean Management Corp.

Gopher State  
Flickertail State  
Cornhusker State  
Diamond State  
Equality State

#### Apex Marine Corp.

Cape Trinity  
Cape Taylor  
Cape Texas

#### OMI Corp.

Cape Mendocino  
Cape May  
Cape Mohican  
Cape Race  
Cape Ray  
Cape Rise

#### Bay Ship Management

Mt. Washington  
Petersburg  
American Osprey  
Potomac  
Chesapeake  
Altair  
Denebola  
Capella  
Antares  
Algol  
Regulus  
Bellatrix  
Pollux  
Gordon  
Shughart

#### U.S. Marine Management

USNS Able  
USNS Assertive  
USNS Assurance  
USNS Bold  
USNS Capable  
USNS Effective  
USNS Indomitable  
USNS Loyal  
USNS Prevail  
USNS Stalwart  
USNS Victorious

#### International Marine Carriers

Cape Farewell  
Cape Flattery

### Flu Shots November 4 At SIU Hall in Tacoma

With the relocation of the Seattle SIU hall to Tacoma as of October 14, annual flu shots will be offered November 4 at the new hall in Tacoma.

Active and retired Seafarers may call the new hall after October 21 at (206) 272-7774, 272-7775 or 272-7776 to make their appointments for flu shots, which will be administered from 9 a.m. to 11 a.m. and from 1:30 p.m. to 2:30 p.m.

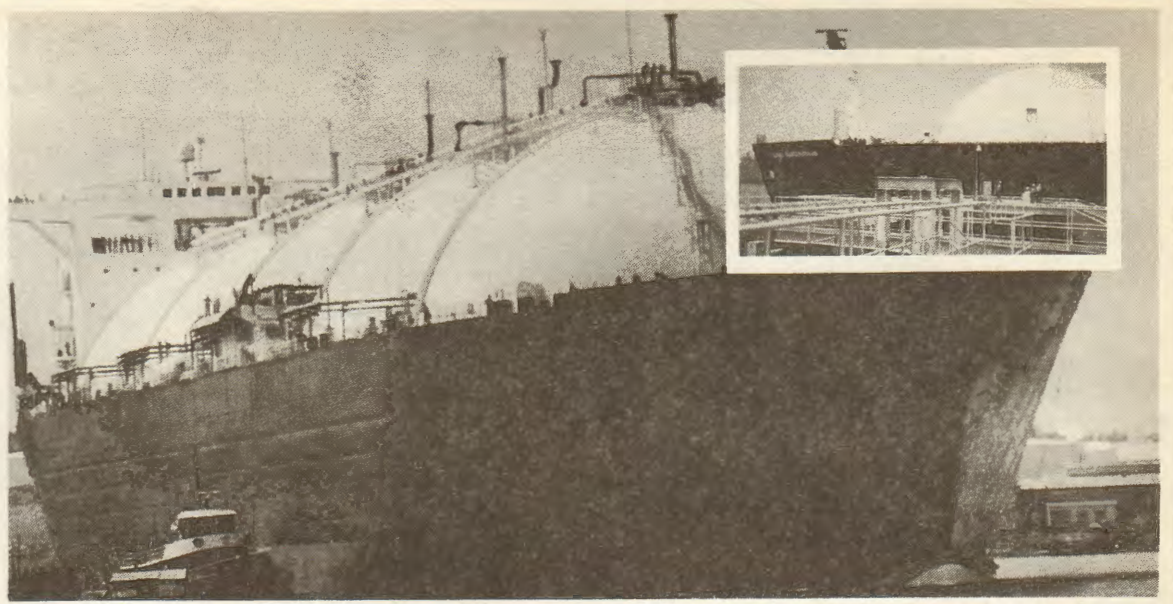
The address of the Tacoma hall is 3411 South Union Street.

### EPA Allocations

Unlicensed crews employed aboard Maersk prepositioned ships will receive a 3 percent base-wage only increase coupled with an extra vacation day per month, bringing the benefit up from 11 to 30.

Unlicensed crews employed aboard AMSEA's MPS vessels will receive a 2.6 percent increase in base wages only, also coupled with an extra day's pay per month.

The SIU contracts department still is working on the allocation of the EPA for Waterman's and Ocean Ships' prepositioned vessels.



From the Seafarers LOG archives, this 1977 photo shows the LNG Aquarius heading for sea trials following its construction in Quincy, Mass. Inset: A recent photo of the Aquarius.

## Sailing into the Next Century

### Aquarius, First SIU-Crewed LNG Ship, Keeps Working

The LNG Aquarius was the first of the liquified natural gas (LNG) tankers produced during the 1970s at the General Dynamics Shipyard in Quincy, Mass.

The SIU-crewed ship entered service in 1977 and, after a recent charter extension, is scheduled to remain sailing at least until the year 2000.

As SIU Assistant Vice President Bob Hall noted after conducting recent meetings aboard the Aquarius, the longevity of the venerable vessel is due in no small part to the quality of its crews. "The LNG Aquarius has an outstanding crew," he observed. "As is the case on all of the LNG ships, Seafarers aboard the Aquarius put a premium on safety. They are committed to secure sailing."

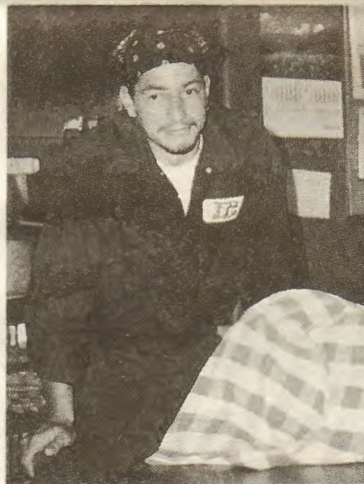
Like the other SIU-crewed LNG ships operated by New York-based Energy Transportation Corporation (ETC), the Aquarius loads liquified natural gas in Indonesia and discharges it at points in Japan. Each ship is greater than 900 feet long

and has a cargo capacity of 125,000 cubic meters of LNG.

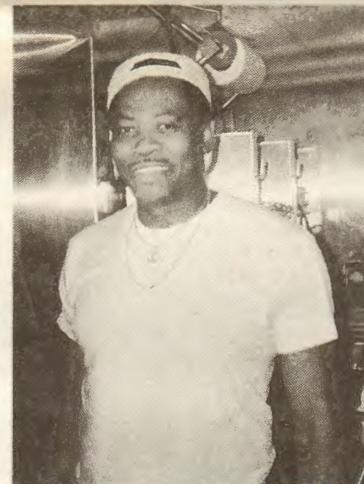
The Aquarius crew and their fellow Seafarers on the Aries, Capricorn, Gemini, Leo, Libra, Taurus and Virgo recently took a short break from their routines to vote on a new five-year contract that increases wages and benefits while providing job security into the next century.

By an overwhelming majority, SIU members approved the agreement. Voting took place from July 27 through August 18 aboard the ships; Hall conducted the voting during shipboard meetings with each of the crews.

The ETC contract in many ways parallels the union's standard tanker agreement, and it will cover SIU members into the year 2001. Besides annual wage increases and expanded health benefits for union members and their dependents, another highlight of the ETC contract is that it calls for creation of an LNG recertification program at the Paul Hall Center in Piney Point, Md.



AB Harry Massa listens to an update on the latest union news.



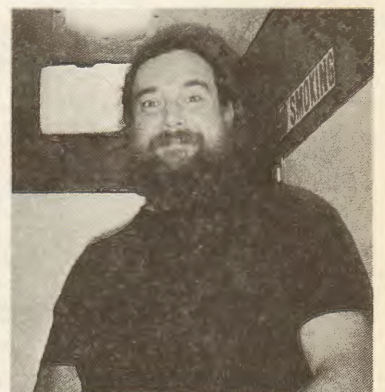
SA Jose Guzman reports for his shift wearing a smile.



Chief Cook Rafael Cardenas helps prepare another delicious meal.



LEFT: Ready for the start of a shipboard union meeting are (seated, from left) Steward/Baker Franklin Robertson, SA Anthony Jacobson, QMED Bruce Smith, Bosun John Thompson, (standing, from left) AB Dave Centofani and Chief Cook Rafael Cardenas.

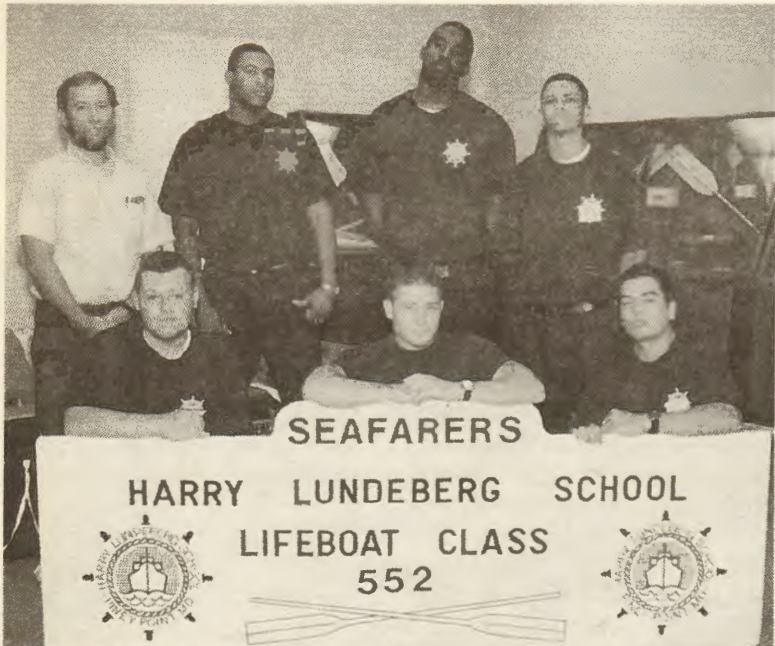


Part of the engine crew aboard the Aquarius is QMED Ralph Gosnell.

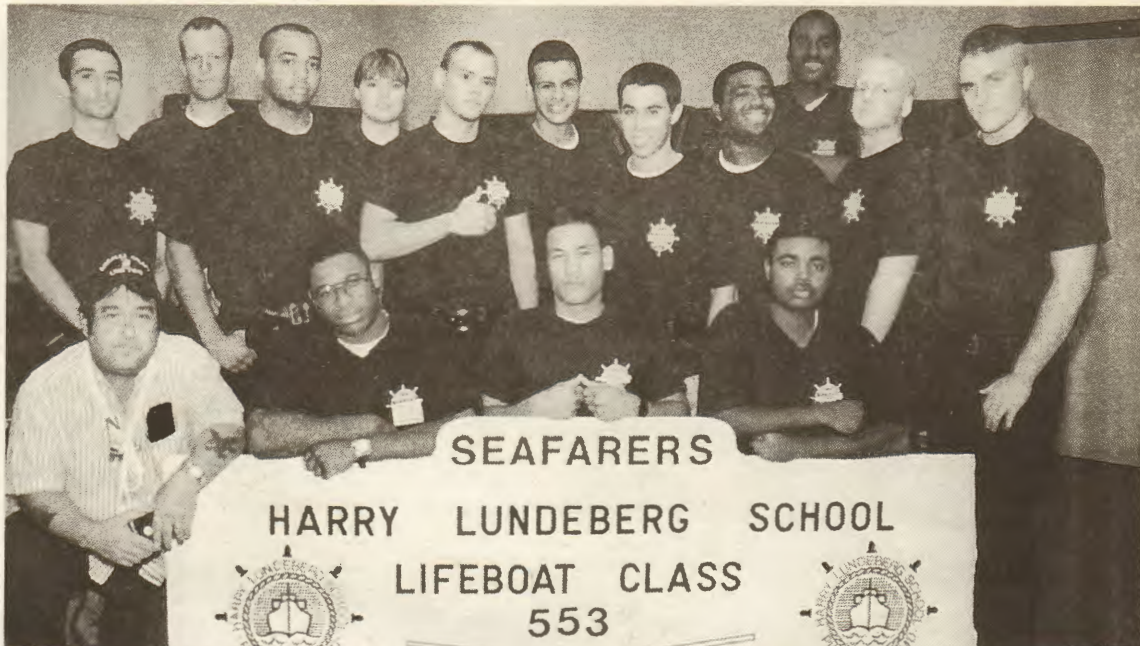
LEFT: Eager to participate in the meeting are (from left) AB Aleksander Turko, SA Jose Guzman, DEU Dave Page and Steward/Baker Franklin Robertson.

ATTENTION SEAFARERS  
POLITICS  
IS PORKCHIPS  
CONTRIBUTE TO SPAD TODAY

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 552**—Graduating from trainee lifeboat class 552 are (from left, kneeling) Thomas A. Hoffman, Dennis J. Hock Jr., Mark F. Mosher, (second row) Ben Cusic (instructor), Gilbert Green III, Kenneth O. Graham II and Tyrone S. Brazle Jr.



**Trainee Lifeboat Class 553**—Members of the graduating trainee lifeboat class 553 are (from left, kneeling) Tom Gilliland (instructor), Therman Ames III, Nicolas Lopez, Terrence Ford, (second row) Casey Barber, Ryan Neathery, Peter Morales, Daniel Bonfanti and Shawn Golembiewski, Leonard Naim, (third row) Raymond Henderson, Regina Copeland, Eric Balianz, Patrick Hermon and Eric Orsato.



**Tanker Operation/Safety**—Seafarers completing the tanker operation/safety course on August 27 are (from left, first row) James Bynum, Roman Niles, Jan Haidir, Charles Darcey, Justo Lacayo, (second row) Jim Shaffer (instructor), Sean O'Doherty, Roderick Coleman, John Mossbarger, Lionel Lee, Christopher Campos, Leo Bognoson, Wally Lau, (third row) André Smith, Winston Thompson, Anthony Grant, Michael Vogell, George Darcey, Santiago Ludan, (fourth row) Robert Richer, Henry Bentz, Howard Hendra Jr., Brian Fountain, Michael Brown, Daniel Conzo, Alejandro Martinez, Gabriel Bonfont, Tan Joon Jr., Jim Hassan, (fifth row) Lance Zollner, Keith Hofler, Charles Kirksey, James Beatty, Jozef Dudas, Gerald Yore, Cary Pratts, Steve Ondreako Jr., Dana Naze and Bennie Freeland.



**Marine Electrical Maintenance**—Receiving certification on August 22 for completion of the marine electrical maintenance course are (from left, kneeling) William Carlin, Mohamed Al-sinai, (second row) Douglas Felton, André Smith, Frederick Petterson and Joseph Grandinetti.



**Radar**—Posing with their instructor are Seafarers who graduated from the radar class on August 15. From the left, kneeling, are Casey Taylor (instructor) and Patrick Dean. Standing are Aleksander Turko, Mike Morrison and Marge DiPreta (computer operator).



**QMED**—Completing their QMED training on August 27 are (from left, kneeling) James Weismore, Ralph Gerner, Alex Lottig, (second row) Marc Poniatowski, Roy Robinson, Alfonso Bombita Jr., David Heavey, Matthew Ditullio, (third row) Jerry Lott Jr., John Bimpong, Robert Laidler and Steven Cookson.

See page 23 for the schedule of classes beginning between October and December 1996—as well as some courses proposed for January and February of 1997—at the Seafarers Harry Lundeberg School of Seamanship.

## LUNDEBERG SCHOOL 1996 - 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between October and December 1996—as well as some courses proposed for January and February of 1997—at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14 February 10	December 13 March 21
Able Seaman - Special	January 6	January 24
Bridge Management	February 24	March 7
Third Mate	January 13	April 30
Radar Certification	January 6 February 10	January 17 February 21

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Steward Recertification	January 27	March 3

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 14	December 13
Hydraulics	November 11	November 29
QMED	January 13	April 2
Power Plant Maintenance	November 4	December 13
Marine Electronics Technician	November 4	November 29
Diesel Engine Technology	January 6	February 13

### Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Firefighting	October 14 November 18 December 16	October 18 November 22 December 20
Advanced Firefighting	December 2	December 13
Tanker Operation/Safety	October 21 November 18	November 8 December 6
Tankerman Recertification	October 14 November 11	October 25 November 22
Tanker Assistant Cargo	January 13	January 31

### Additional Courses

Course	Start Date	Date of Completion
Adult Basic Education (ABE)	October 14	November 22

*This schedule includes a tentative list of some of the classes for January and February 1997. The Lundeberg School is in the process of finalizing its complete course schedule for next year. As soon as the dates are secured, the schedule will appear in upcoming issues of the Seafarers LOG.*

*Meanwhile, members with any questions regarding future courses may call the school's admissions office at (301) 994-0010.*

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)  
 Address \_\_\_\_\_  
(Street)  
(City) (State) (Zip Code)  
 Telephone \_\_\_\_\_  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

COURSE	BEGIN DATE	END DATE

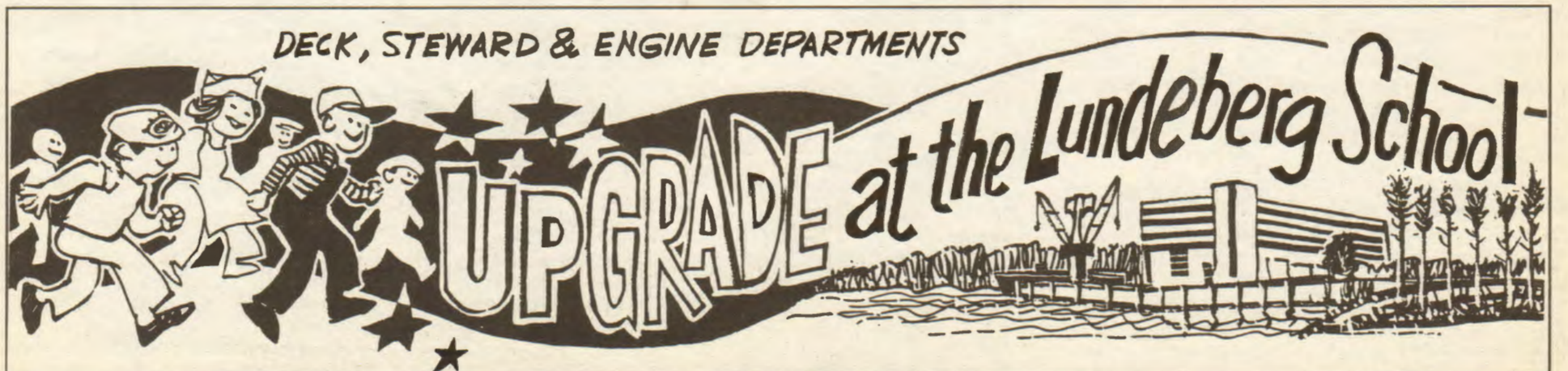
LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

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

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

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 10/96





The

# Seafarers Log

Volume 58 Number 10 October 1996

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

## VOTING INFORMATION

Voting Period for  
1996 SIU Election of Officers:  
November 1 - December 31, 1996  
(see pages 11-14)

# Boatman Awarded \$5,000 for Reporting Law-breaking Runaway-flag Freighter

Seafarer Robert Harnish never expected to be hailed as a hero for doing something he believes in — preserving and protecting the marine environment.

On August 14 in Miami, Harnish was awarded \$5,000 by the U.S. Coast Guard for reporting a runaway-flag ship that violated U.S. national marine sanctuary laws and international anti-pollution laws. Since then, he has received an abundance of public attention stemming from his reporting of the pollution incident.

The case is particularly noteworthy because it is the first time the U.S. Coast Guard has presented a cash reward to an individual for reporting a civil penalty, according to the agency.

"I make my living on the water and I don't want to see the ocean destroyed," said Harnish, an SIU member since 1980. "If the ocean is destroyed, I would be out of a job and the marine environment is lost for all future generations."

### Sailing in Sanctuary

On May 5, Harnish witnessed the 800-foot, Malta-registered *Global Jane* sailing into an "area to be avoided" in the Florida Keys National Marine Sanctuary. The 39-year-old mate was piloting the Penn Maritime tug *Dolphin* about six miles southwest of the Florida Keys when he spotted the freighter sailing into the spot of ocean just parallel to the reef tract. (Vessels longer than 164 feet are prohibited by law from entering the area because they may damage the reef, which is home to a wide variety of marine animal and plant life.)

"My initial reaction was to call the ship to warn them. I checked my radar and verified that the vessel was just four miles off my starboard beam, which would put them well within the sanctuary. I radioed the captain three different times and got no response, so I called in the Coast Guard," recalled Harnish.

"I was really concerned about the reefs. A ship that big would ruin them," added the St. Petersburg, Fla. native. "I didn't know they were tossing trash over the side until the Coast Guard informed me at the scene."

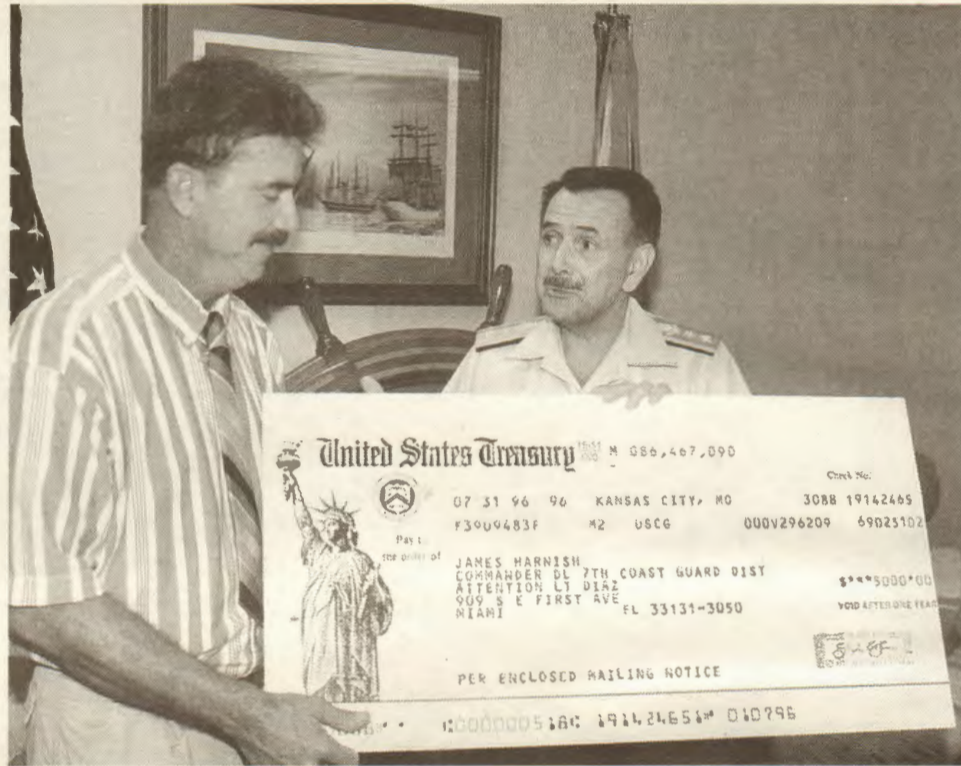
### Discharging Garbage

When the Coast Guard cutter arrived to direct the *Global Jane* into the proper waters, they saw crewmembers of the Greek-owned freighter throwing cardboard boxes full of trash and plastics overboard. According to international anti-pollution laws, dumping plastics anywhere in the ocean is illegal.

The Coast Guard followed the ship into Tampa, Fla. (its original destination) where agency officials secured a \$500,000 surety bond from Tsakos Shipping, the owner of the vessel. (A surety bond was issued to guarantee payment of fines by the Greek company.)

The company was required to pay \$25,000 in civil fines to the Coast Guard for dumping the garbage and a \$10,000 civil penalty to the National Oceanic and Atmospheric Administration for violating the national marine sanctuary.

Tsakos Shipping also agreed to undertake extensive remedial measures including the discharge of eight members of the ship's crew, among them the master and chief officer; a fleet-wide, multi-lingual



On August 14, Mate Robert Harnish was presented with \$5,000 from U.S. Coast Guard Rear Admiral John W. Lockwood for reporting violations by the foreign-flag *Global Jane* to Coast Guard officials.

mended that Harnish be awarded \$5,000 for the information he supplied to the agency, which led to the assessment and collection of the \$25,000 civil penalty. Following the endorsement by Thomas, approval for the award proceeded up the Coast Guard chain of command to the district commander, commandant of the Coast Guard, and finally, Secretary of Transportation Federico Peña, who signed off on the presentation of the award to Harnish.

"I felt we needed to reward Robert's responsible act and in the process, we encourage others in the marine community to act responsibly," Thomas said.

### Local Hero

Since the incident, Harnish has been recognized for reporting the *Global Jane* not only by the Coast Guard but also by various Florida community and national marine groups.

The National Oceanic and Atmospheric Administration presented Harnish with a special plaque commending him on his "heroic deed." Additionally, St. Petersburg Beach, Fla. declared September 17 "Robert Harnish Day" to honor their hometown hero.

"I didn't realize all the fame and glory that I would get from this. I never thought twice about what to do — I was just looking out for our environment and I didn't do it for the money. I never thought someone would reward me for simply doing something I believe in. It is just really important to protect this beautiful area," Harnish said.

pollution awareness campaign; reduction of plastics on board; verbal shipboard broadcasts notifying crews when the vessels enter U.S. waters; and implementation of a financial incentive system for vessels that remain free of environmental violations for a year or more.

Captain William Thomas, the legal officer for the Seventh Coast Guard District in Miami, recom-

## Coast Guard Aims to Catch Polluters

While Seafarer Robert Harnish is the first individual to receive a cash reward from the U.S. Coast Guard for reporting a civil penalty involving a vessel violating an international anti-pollution law, the federal agency has been presenting such awards for criminal acts since the early 1990s.

The international laws are a result of the MARPOL (Marine Pollution) Conventions, which were implemented by the maritime nations of the world, including the United States, in the late 1970s.

The conventions were developed in order to regulate pollution from ships. Among other things, the provisions explicitly prohibit the dumping of plastics anywhere at sea.

"Anyone who has walked along an ocean beach in the past 20 years is aware that marine garbage and particularly plastic pollution in the world's oceans is a serious problem," explained Captain William Thomas, the legal officer for the Seventh Coast Guard Dis-

trict in Miami.

"Millions of birds, marine mammals, sea turtles and fish die each year from plastics. Many die from ingesting plastic pellets or plastic bags, or by getting entangled in old nets or monofilament line, packing bands or six-pack yokes," the Coast Guard official stated.

According to Thomas, all vessels that knowingly discharge plastics and garbage into the U.S. waters must pay a penalty, be it civil or criminal, and individuals such as Harnish are an important part of enforcing the system. (As the names suggest, criminal infractions are far more serious than civil violations.)

The first shipping company to be prosecuted on criminal charges for the illegal discharge of plastics into the ocean was Princess Cruise Lines in 1992.

A couple aboard the *Regal Princess* videotaped crewmembers of the cruise ship throwing plastics and garbage overboard. The couple gave the tape to

Coast Guard officials when the vessel arrived in the next port. Investigators from the Marine Safety Office in Miami were able to find evidence of similar discharges of plastics from other Princess cruise ships to show that the company had repeatedly violated MARPOL provisions.

In April 1993, Princess Cruise Lines pled guilty to a felony for the knowing discharge of plastics into U.S. waters. The company was required to pay the maximum \$500,000 fine. The couple who caught the crewmembers on tape was awarded \$250,000 for capturing the polluters.

Thomas noted that both the Harnish case and the Princess Cruises case prove that others in the marine community, in addition to the Coast Guard, can help with the enforcement of laws intended to protect the marine environment.

To report violations of marine pollution laws, call the Coast Guard, toll-free, at (800) 424-8802.