

SEAFARERS LOG



Volume 55, Number 11

November 1993



Lends a Helping Hand

Seafarer Thomas Correll steadies the pilot ladder aboard the *ITB New York* for a Cuban refugee found adrift in the Caribbean. The SIU-crewed vessel recently performed two rescues, which are described in a story on page 28.

AFL-CIO Fights To Nix NAFTA

In 67-30 Vote, Senate Beats Back Attack On Seamen's Wages

Page 3

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Page 3

Amtrak Disaster Points Up Need For Tighter Inland Safety Regs

Page 2



Victims of Vietnam Blast Memorialized

A monument honoring the seven merchant mariners who died when a mine struck their vessel as it carried military cargo on the Saigon River is unveiled by Henry Disley (left), president of the SIU-affiliated Marine Fireman's Union. He is joined by *Baton Rouge Victory* survivors BR Toli Alston (center) and AB Milton Hendrick. The monument, located on San Francisco's waterfront, is the first of its kind to honor mariners who lost their lives during the Southeast Asia conflict. Story on page 6.

The Great Grain Cover-Up



The North American Export Grain Association, the big advocate for foreign shipping, refuses to admit ties to multinational interests. Story on page 5.

President's Report

Who Is Looking After the Taxpayers?

Last month in a debate in Congress a farm-state senator attacked American merchant seamen as being overpaid. He alleged that American seamen are making a fortune from taxpayer monies.



Michael Sacco

The senator, who has long been an opponent of U.S. shipping, would have been far more candid and honest in his argument if he had gotten right down and said, "I don't want to see U.S.-flag ships and cargo preference and the Jones Act because there are more profits for the giant grain dealers and their foreign ships with a U.S. fleet and those laws being around." This statement would more accurately reflect the farm-state senator's ultimate aim.

It seems as if the senator were really serious about the misuse of tax funds, he would not level his guns at the American seaman who is simply an American citizen, skilled in his or her craft, who is paid a decent wage reflecting the civilized and developed nation from which he comes. Instead the farm-state senator would be leveling his guns at the giant grain traders who, according to recent articles in *The New York Times*, are raking in billions of dollars of taxpayer monies under the guise of helping increase the level of exports of American farm products. *The New York Times* articles (October 10, 11, 12) point out that family farmers are not benefitting from all the export subsidies. It is the giant grain companies, many of them foreign-owned, which are getting rich off taxpayer dollars. The articles further point out that the huge agriculture groups engage in some very shady practices in the process of wheeling and dealing with the Department of Agriculture and the Agency for International Development. So billions of taxpayer dollars are lost in schemes that border on the illegal.

This seems like an area that a farm-state senator should examine very closely. With family farmers throughout the nation taking a beating it bears investigation why the very programs that are supposed to help the American farm and rural communities are actually enriching only a very select group of multi-billion dollar international commodity companies.

What's Really Behind The Rhetoric?

In the House of Representatives yet another farm-state legislator has found another way to take a shot at the nation's maritime policy. He says something like this: Just move funding for the transport of food aid cargoes from the Department of Agriculture to the Department of Transportation or the Department of Defense. By law, government-donated food cargo is purchased and shipped with Department of Agriculture monies.

This scheme is just another way the giant agricultural interests hope to increase their subsidy from the U.S. government. The huge commodity traders believe that if the Department of Agriculture were relieved of the transportation costs, it ultimately would result in a bigger subsidy for the agriculture groups.

This is not the real issue anyway. In any case it is the American taxpayer who is footing the bill. That is what is the most galling about this attempt to try and make another government agency pick up the tab for the movement of Department of Agriculture cargo. The giant agricultural corporations act like the Department of Agriculture monies are their own personal cash, reserved for them alone. There appears to be no sense that this is a government agency sustained by all the American people in the national interest. Insofar as maintaining an American farm sector or an American merchant marine is concerned, it has consistently been the policy of the United States that having a vital agricultural sector and a strong shipping capability are in the national interest. That being the case, whatever sacrifices America makes in order to support domestic farming and U.S. shipping are paid for by American taxpayers overall. The government monies that support these programs should hardly be considered the personal accounts of giant grain companies, many of which are foreign-owned.

Finally, what is particularly ludicrous about the entire effort by the agricultural commodity dealers to sack the nation's cargo preference laws is that these groups are direct beneficiaries of U.S. government subsidies that amount to some \$70 billion a year. By comparison, government subsidies to the American merchant marine do not even show up on the screen.

Who Stands To Gain?

What all of us must bear in mind is that the battle over American maritime policy is a battle about money and profits. The billion-dollar giant grain dealing companies and their spokesmen in Congress do not have as their main goal changing the wages of American seamen or restructuring the budgets of several U.S. government agencies. (And I want to make it clear that I am saying "world's giant grain dealers" because in no way do American family farmers benefit from the maneuvers of these international commodity dealers.)

This fight is a fight about money—money that the multi-billion dollar agribusiness and agricultural commodity dealers believe should be in their pockets. On the other side, it is a matter of the nation's interest and its absolute need to have a shipping capability, maintained for virtually peanuts in the scope of the overall U.S. government budget, that stands ready to serve both in times of peace and war.

This is what should be borne in mind when you hear all the false claims of the spokesmen of the world grain dealers. Remember who is behind the words and who stands to gain.

Amtrak Disaster Spotlights Need For Tougher Inland Safety Regs

Citing the recent Amtrak disaster which stemmed from an accident involving a tug/tow, the SIU, elected officials and various government agencies stressed the need for improved safety regulations governing navigation on the nation's inland waterways. They made their case at an October 12 hearing before the House Subcommittee on Coast Guard and Navigation, following the September 22 derailment of Amtrak's *Sunset Limited*.

The passenger train went off track and plunged into the water after a barge pushed by a tugboat, called the *MV Mauvilla*, rammed into an Alabama bridge causing the tracks to shift over three feet out of place. The shift in rail alignment resulted in the derailment that caused the worst train disaster in Amtrak's history and claimed the lives of 47 people. (For a more detailed account of the derailment of the *Sunset Limited*



Amtrak's *Sunset Limited* derailed approximately eight minutes after one of the tugboat *MV Mauvilla*'s barges slammed into the Big Bayou Canot Bridge near Mobile, Ala., killing 47 people.

see story below.)

SIU National Director of Governmental Relations Terry

Continued on page 25

Train Derailment on Bridge Tied to the Strike of a Tow

On October 12, representatives from the National Transportation Safety Board, the United States Coast Guard, Federal Railroad Administration, Amtrak, Seafarers International Union and American Waterways Operators, testified before the Subcommittee on Coast Guard and Navigation concerning the events surrounding the September 22 crash of Amtrak's passenger train—the *Sunset Limited*. The disaster also prompted the subcommittee to call on the officials to address safety regulations of the inland tug and barge industry.

The description below is gathered from the testimonies

given before the subcommittee as well as from various news reports since the time of the crash. National Transportation Safety Board (NTSB) officials are currently investigating all aspects of the Amtrak derailment and results of the investigation will be announced to the public in early 1994.

The *MV Mauvilla*, owned by Warrior & Gulf Navigation Company of Chickasaw, Ala., and its six barges, loaded with coke, coal and woodchips, were headed up the Mobile River, bound for Tuscaloosa, Ala., in heavy fog. With

Continued on page 25

U.S.-Flag Coalition Urges Congress, President to Back Maritime Program

The United States Maritime Coalition has urged President Clinton and every member of Congress to support a bill designed to revitalize the U.S.-flag merchant fleet.

H.R. 2151, the Maritime Security and Competitiveness Act of 1993, scheduled for a floor vote in the House during the first week of November, "will result in cost savings to the U.S. Government, substantial deregulation to improve international competitiveness of vessels operating under the U.S. flag, and a strong, more efficient maritime in-

dustry," the coalition said in an October letter sent to all congressmen and to other elected officials. The bill "is the result of many months of work, deliberation and compromise. Immediate and positive action is necessary because if a program is not put in place soon, many vessels will leave the American flag forever."

The coalition, which formed in September, represents citizen groups and all parts of the maritime industry in the U.S. It includes patriotic groups;

Continued on page 9

Documented Seamen Are Safer Workers, Study Shows

The contrasting difference in the total number of accidents due to human error between U.S.-flag deep sea ships or Great Lakes vessels or tugs and towboats confirms the need to have all crewmembers meet basic requirements of the United States Coast Guard, the government agency responsible for marine safety.

Data cited in a recent article in the *Mobile Press Register* reveals that more than four times per day—1,600 times a year—barges are involved in an accident. There were 11,586 accidents involving tank and freight barges between 1983 and 1989 and statistics show that 2,418 bridges were struck by commercial marine vessels between 1981 and 1990.

These astounding figures demonstrate that the safety of each and every person who works on a tug or tow is at stake, as is the safety of those who live in coastal communities and who use the water or related bridges.

The SIU has studied data contained in the Coast Guard's database on casualties and marine accidents (CASMAIN) in an effort to determine the safety record of the inland maritime industry. The union found that within the inland field, human error is more likely to account for an accident than in either the Great Lakes or deep sea areas.

While the *Mobile Press Register* examined tank and freight-barge accidents, the CASMAIN data studied by the SIU focused on tugs and tows which are becoming equally dangerous to operate on the nation's increasingly crowded waterways.

In the period from the late 1970s through mid-1991, of the accidents recorded by the U.S. Coast Guard involving tugs and tows, the leading cause was attributed to human factors by 58 percent. In contrast, on Great Lakes vessels, human factors accounted for 36 percent of the accidents; similarly on deep sea vessels human factors resulted in 31 percent of the accidents. On

Continued on page 25

Volume 55, Number 11

November 1993

The *Seafarers LOG* (ISSN 0160-2047) is published monthly by the Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO; 5201 Auth Way, Camp Springs, Md. 20746. Telephone (301) 899-0675. Second-class postage paid at MSC Prince Georges, Md. 20790-9998 and at additional mailing offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, Md. 20746.

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Looking for Cheap Labor — Go NAFTA

When the U.S. is too expensive and the Far East too far, "Yes You Can In Yucatan."

Government of the State of Yucatan, Mexico
Department of Industrial and Commercial Development

Where labor costs average under \$1 an hour, including benefits. Far less than in the Far East. And less than CBI, Central America and even less than the rest of Mexico. The employee turnover rate is less than 5% a year. We're only 460 miles and 90 minutes by air from the U.S.

And you could save over \$15,000 a year, per worker, if you had an off-shore production plant here. So if you want to see how well you or your plant managers can live here while making your company more competitive in world markets, call for a free video tour of the State of Yucatan at 708-295-1793.

Advertisements like these which ran in national business journals demonstrate that passage of NAFTA will mean a loss of job to American workers.

Senate Repels Attack On Seamen's Wages

Cargo Preference Foes Try New Tactic

By a margin of 67 to 30, the Senate turned back another effort by farm-belt legislators to attack the U.S.-flag merchant marine.

The latest strike was in the form of an amendment, offered by longtime cargo preference foe Senator Charles Grassley (R-Iowa) which would have limited the pay level received by members of the merchant marine when transporting materiel for the U.S. armed forces, to the Fiscal Year 1994 Defense Department appropriations bill.

The Senate moved to table the legislation, a procedural step that effectively killed the amendment, after a spirited debate on the floor of the chamber on October 21.

Grassley stated the reason he was submitting the amendment was because he found it "inconceivable that a U.S.-flag cook costs more than the captain of a U.S. Navy ship."

Senator Daniel Inouye (D-Hawaii) countered Grassley by noting if clothing and housing allowances, meals and health care are considered, the annual compensation for a private goes from a base salary of \$9,777 to \$15,621 and for a lieutenant from \$18,727 to \$34,000.

"The real master's pay is not \$44,000 (as Grassley claimed). His base pay according to the Maritime Administration is \$5,350 per month," Inouye told



Sen. Inouye

his colleagues. "He works approximately six months a year. That is his pay, six months, a b o u t \$ 3 5 , 0 0 0 , \$ 4 0 , 0 0 0 a year, not \$44,000 a month."

Rejects Argument

When one of Grassley's allies, Senator Hank Brown (R-Colo.), described cargo preference as "looting the taxpayer to pay for a program that does not work," Inouye noted all nations have cargo preference laws.

"Every country with a fleet has a cargo preference law," he said in response. "If you want to buy oil from Saudi Arabia, can we send our ships there? No way. You put it on a Saudi Arabian vessel. Do we send our ships to pick up Toyotas and Hondas and Acuras? The Japanese send their ships over. That is their law."

Mikulski Sounds Support

In introducing the amendment, Grassley also called into question the patriotism of U.S. merchant mariners, stating "some seafarers would not serve during the Persian Gulf war."

"I believe that when it comes

Continued on page 6

AFL-CIO Fights To Nix NAFTA

Organized labor continues to lead the battle against the proposed North American Free Trade Agreement (NAFTA)—a potentially devastating pact which Congress is scheduled to vote on later this month.

The AFL-CIO, the national federation of trade unions, recently began a multi-media campaign focusing on key congressional districts throughout the country and warning that NAFTA would cost hundreds of thousands of U.S. jobs. This campaign is designed to counter the efforts of NAFTA proponents (U.S. multinational corporations and the Mexican government) who have spent \$50 million in advertising and lobbying to push for the flawed trade deal originally negotiated by the Bush administration.

The House of Representatives is expected to vote on NAFTA, which would eliminate tariffs (and the billions of dollars in revenue which they account for) between the U.S., Mexico and Canada, sometime before Thanksgiving. A close vote is expected.

(At press time, Canada's immediate position on NAFTA was unclear due to the decisive victories in late October of Jean Chretien and other members of that country's Liberal Party in federal elections. Previously, Canada's Parliament had approved NAFTA; but the final step

of proclamation by the prime minister had not been taken. Chretien, who will become the new prime minister, said during the campaign that he wanted to renegotiate portions of NAFTA in order to protect Canadian workers and jobs. The Clinton administration reportedly is considering imposing trade restrictions on Canadian wheat exported to the U.S. if Chretien demands new talks.)

Citing NAFTA's Dangers

Labor has plenty of company in its opposition to the agreement, which would encourage businesses to take advantage of Mexico's cheap labor and lax environmental laws. Elected officials, economists and some business leaders have joined trade unionists in stating that they are in favor of genuinely fair trade but are against NAFTA because it is a severely flawed proposal which would hurt working families in all three countries directly affected by it.

"We can and must do better than this NAFTA," House Majority Leader Richard Gephardt (D-Mo.) told delegates in October at the AFL-CIO convention in San Francisco. Gephardt pointed out that during the 1980s, real wages of Mexican workers dropped by 30 percent—even though their productivity rose by 35 percent.

"If Mexican wages can't come

up, there won't be any money in the hands of Mexican workers to buy the products that we hope freer trade would allow them to buy," he added. "If Mexican wages do not go up, the compulsion of our companies to go there to get the benefit of that very low-wage labor will be overwhelming."

Senator Harris Wofford (D-Pa.) recently told an audience of union members in Pittsburgh that NAFTA "is not fair to American workers, families or communities. Free trade? Yes. Expanded trade? Yes. But fair trade it has to be, and NAFTA does not add up to fair trade."

The costs of an enacted NAFTA would be felt in both the short and long term, AFL-CIO Secretary-Treasurer Thomas Donahue recently told the Senate Labor Committee. Donahue said

Continued on page 4

MTD Tackles Trade Pact

The Maritime Trades Department (MTD) joined with the AFL-CIO in urging Congress to reject the North American Free Trade Agreement (NAFTA). Delegates to the MTD's biennial convention also called for maritime revitalization legislation and national health care reform. Coverage of the convention can be found on pages 13-16.

Explosion Aboard OMI Charger Kills Seafarer, 2 in Riding Crew

Officials from the U.S. Coast Guard and the National Transportation Safety Board (NTSB) are continuing their investigation of a severe explosion which took place October 9 aboard the *OMI Charger* near the Houston Ship Channel.

The blast, apparently sparked by a welding torch, resulted in the deaths of three crewmembers, including 56-year-old SIU member Milton "Willie" Williams (see separate story). Keith Kelly and Roger Boutwell, two members of an International Marine Services, Inc. riding crew, also died from the explosion, which took place around 8 p.m. near one of the world's busiest waterways.

The *Charger's* other 27 crewmembers were rescued almost immediately by a passing oil rig supply boat. Most of the crewmembers were treated at Galveston hospitals and released. Only one, another member of the riding crew, remained hospitalized for more than one night, due to second-degree burns to his face.

Fifteen other boats, including several SIU-crewed tugs, arrived near the *Charger* shortly after the explosion and tried to contain the fire, which blazed for more than five hours. The explosion reportedly was felt as far as four miles away. A far less severe blast took place about one hour after the first explosion.

No time frame has been set for investigators to announce the official cause of the accident, a Coast Guard spokesman recently told the *Seafarers LOG*. However, officials have acknow-

ledged that Kelly and Boutwell were welding in one of the tanker's below-deck cargo holds at the time of the initial explosion. Officials initially were con-

Continued on page 6

SIU Victim of Blast Mourned by Union

Seafarers mourned the death of fellow SIU member Milton "Willie" Williams and two riding crewmembers who perished in a massive explosion aboard the *OMI Charger* last month near the Houston Ship Channel.

Brother Williams, 56, was sailing as a QMED/pumpman at the time of the accident. He reportedly died from internal injuries after being struck by a ladder which was propelled by the force of the explosion.

A funeral was held at Community Funeral Chapels in Beaumont, Texas, and Brother Williams was buried at Forest Lawn Cemetery, also in Beaumont.

SIU President Michael Sacco, in behalf of all union members, officials and staff, extended sincere condolences to



Milton "Willie" Williams

Brother Williams' widow, Pat, and their six children. "This was a tragic, tragic incident. It's hard to find words to adequately express our deep sense of loss and

Continued on page 6

Battle Heats Up to Defeat NAFTA

Continued from page 3

that, in addition to transferring as many as half-a-million U.S. jobs to south of the border, NAFTA would lead to lost tariff revenues "estimated to cost \$2.5 billion over the first five years of the agreement." The cleanup of the environmental destruction in Mexico would cost at least \$20 billion more, he said.

The views of many economists were summed up by David Ranney, director of the Center for Urban Economic Development at the University of Illinois, who has spent the past two years studying the impact of transnational corporations on employment in Chicago and the rest of Illinois, as well as policy implications of that impact. In a letter to the *Chicago Tribune*, Ranney said, "NAFTA is not really a 'free trade' agreement at all. It gives supranational corporations a blank check to move their operations wherever and whenever they please, without regard

for the consequences to workers and their communities."

Similarly, economists Timothy Koechlin and Mahrene Larudee have concluded that NAFTA would lead to a crippling loss of investment in the U.S. "NAFTA's net effect by the year 2000 [would be] a diversion of investment from the United States to Mexico of as much as \$53 billion, a decline in U.S. employment of up to 500,000 jobs and a cumulative loss in U.S. wage income of as much as \$320 billion," they wrote.

Mexicans Also Lose

Speaking at the convention, Gephardt cautioned that it is not only American workers who stand to suffer from an enacted NAFTA. While U.S. jobs would be lost, and wages for remaining U.S. jobs inevitably would be driven downward, Mexico's workers also should be wary of the agreement.

As proof, he noted that the "one-way free trade arrange-

ment" under the maquiladora program brought no gains for Mexican workers. Like NAFTA, the maquiladora program does not allow for enforcement of such basic worker rights as the right to bargain collectively, the right to strike and the right to freely associate. "It didn't take into account that wages in Mexico are not set by negotiation, but are set by government boards that virtually dictate what the wages will be," Gephardt said.

As a result, Mexican maquiladora plants—at which many workers earn as little as 50 cents an hour—have doubled in the past 10 years as U.S. companies relocate their factories to positions along the U.S.-Mexican border. Thousands of Mexican maquiladora workers live in nearby slums, in housing made from scrap wood and cardboard, with no electricity or running water.

NAFTA would mean more of the same, Gephardt warned.



Trade unionists get their point across during an anti-NAFTA rally in San Francisco held last month.

Unions Press 'Work Tax' Suit

Pretrial activities are continuing in a lawsuit filed by the SIU, four other maritime labor unions and five individual mariners against the U.S. Coast Guard and the secretary of transportation to stop collecting fees on merchant marine documents (z-cards) and marine licenses.

Last month, lawyers for the unions and mariners, known as the plaintiffs, filed what is known as a motion for summary judgment in a federal court in Washington. The government's response is due early this month, then the maritime side will have one more opportunity for rebuttal. (The government previously filed its motion for summary judgment in late August.)

Summary judgment is a procedure used when all facts in a case can be gathered on paper and witnesses are not needed to testify in a trial in order for the judge to make a decision. A lawsuit challenging an administrative regulation, such as the work tax, usually is resolved this way. Federal Judge Oberdorfer may issue final ruling as soon as early next year, although it may take longer.

The suit originally was filed on Tax Day, April 15, in the U.S.

District Court for the District of Columbia. It claims that the charging of fees for z-cards is unconstitutional and amounts to a "work tax," because mariners are unable to work without documents. Moreover, the plaintiffs charge that the fees were calculated incorrectly by the federal agency.

The other unions joining the Seafarers in the lawsuit are the National Maritime Union/District 4; District No. 1-Pacific Coast District Marine Engineers Beneficial Association; the American Maritime Officers, District 2 MEBA; and the International Organization of Masters, Mates & Pilots. The Sailors' Union of the Pacific and the Marine Firemen's Union, both affiliated with the Seafarers, also have joined in the fight.

Anthony Primeaux, William H. Mulcahy, John Paul Hoskins, James C. Oliver and Perry O. Lawrence are the individual mariners who are plaintiffs against the Coast Guard and Transportation Secretary Federico Pena.

In their motion for summary judgment, the unions and mariners argue that only Con-

gress can pass a tax and the legislative body cannot transfer that authority to another branch of the government: "The Coast Guard's license and document fees should be set aside because they seek to recover from individual merchant seamen and boatmen regulatory costs that should be borne by the public at large. Indeed, the licensing and documenting program has historically and expressly been recognized as being in the public interest. Charging individual mariners for these benefits amounts, as a constitutional matter, to imposing an impermissible agency-initiated tax on them," says the unions' court filing.

The user fee originated in the 1990 Omnibus Budget Reconciliation Act.

The reason for removing the century-old ban on collecting fees on merchant documents was to raise money to reduce the nation's budget deficit, which further indicates the measure is a tax.

The fees, which the Department of Transportation began collecting in April, range from \$35 for a duplicate z-card, license or certificate of registry to \$272 for an upper level license.

Save American Jobs— Tell Congress 'No' to NAFTA

Seafarers and their families are urged to contact their representatives and senators in Washington to vote against the North American Free Trade Agreement (NAFTA).

Later this month, the House of Representatives is expected to cast its first vote on the trade pact which would open the door for American companies to move their factories and plants to the low wages and poor occupational health and environmental standards found in Mexico.

Big business and the Mexican government have been waging a well-financed campaign to persuade Congress to pass NAFTA. Their television advertisements have claimed the United States would gain jobs if the treaty was approved.

However, national business trade magazines have carried ads like those seen on page 3 that tell American businesses to uproot their factories and plants and move south of the border to take advantage of the poorer working conditions in Mexico.

Passage of NAFTA would mean the loss of hundreds of thousands of American jobs. The way to keep this from happening is for all Americans to contact their representatives and senators.

Members of the House of Representatives can be reached by writing:

The Honorable (name of representative)
United States House of Representatives
Washington, DC 20515

To send a letter to a senator, write:

The Honorable (name of senator)
United States Senate
Washington, DC 20510

Pro-Worker Course Set By AFL-CIO Delegates



Delegates to the AFL-CIO convention heard about worker concerns from (left to right) President Bill Clinton, House Majority Leader Richard Gephardt, Rep. William Clay and Labor Secretary Robert Reich.

Delegates to the 20th Biennial AFL-CIO Convention renewed their call for the defeat of the North American Free Trade Agreement (NAFTA) despite assurances from President Bill Clinton that "I would never knowingly do anything to cost an American a job."

Trade unionists attending the four-day meeting, held October 4-7 in San Francisco, also pledged to fight for health care reform, striker replacement legislation, maritime revitalization and a variety of other issues that affect the working people of America and their families.

In addressing the meeting on its opening day, Clinton said, "The most important thing to me today is that you know that this administration shares your values and your hopes and your dreams and the interests of your children."

Help for Health Care

The president called on labor to help pass comprehensive health care reform. He said he wants the American people to have "health care access whether they're working or unemployed, whether they work for a little business or a big one."

He noted passage of health care reform is a crucial step needed to prepare America for the challenges of the next century.

While acknowledging labor's difference with him on NAFTA, Clinton said he supports the treaty because it will lead to better trade for America in the future.

The president's argument for NAFTA was rejected by several speakers including House Majority Leader Richard Gephardt (D-Mo.). "We can and must do better

than this NAFTA," Gephardt told the delegates. He noted the treaty did not take into account the fact that wages in Mexico are set by government boards and not through negotiations with workers and management.

"If Mexican wages can't come up, there won't be any money in the hands of Mexican workers to buy products that we hope freer trade would allow them to buy," Gephardt added.

To show White House support with labor, Labor Secretary Robert Reich announced the Clinton administration's support for striker replacement legislation. "What good is the right to strike if a company can gut it by hiring replacement workers?" Reich asked. "It makes a mockery of a system of collective bargaining. We have got to plug that loophole."

As a sponsor of striker replacement legislation in the House, Representative William Clay (D-Mo.) told the convention, "The pendulum has swung so far in favor of business that labor laws are not protecting the rights of workers to organize. The bedrock of collective bargaining is and always will be the right to strike."

Support U.S.-Flag Fleet

In approving the report of the AFL-CIO executive council, delegates announced their support for revitalization of the U.S.-flag merchant fleet. The report noted a variety of initiatives are needed, including adoption of a federal program to enhance vessel operating capabilities in international commerce and development of a national cargo policy to efficiently move both government and commercial cargoes.

Giant Grain Lobby Balks At Revealing Foreign Ties

The organization which serves as the chief propagandist for foreign-flag oriented grain interests is loath to divulge the foreign ownership of many of its member companies and their ties to foreign-flag shipping.

The North American Export Grain Association (NAEGA), headed by Steven A. McCoy, is comprised of some 40 corporate groups, of which close to half are ultimately owned by foreign parent companies. Many of these corporate giants have shipping subsidiaries or affiliated companies with shipping interests—the vast majority of such under foreign-flag.

These facts however are not publicly stated by the organization itself. This information is gleaned from government filings of the organization and material available in business publications. (See box on page 7.)

Disclosed by Other Sources

Despite information on NAEGA's foreign ties being available through a few public sources, NAEGA's spokesman will not name names, even when pressed by a member of Congress. (See ex-

change between Rep. Helen Delich Bentley and Mr. McCoy below.)

The evidence indicates that NAEGA, which McCoy describes as "simply a trade association," has members with links to powerful trading houses of Japan, France, Italy, Australia, Switzerland, the Netherlands and Canada. NAEGA's groups are often among the largest, most powerful corporations of those nations. The interests and holdings of these companies include hundreds of foreign-flag ships, most of them operating under runaway flags.

The use of runaway flags allows shipowners to register their vessels with a nation that operates a ship registry as a cash generation measure. These nations, in exchange for selling the use of their flag on the stern of a vessel, offer shipowners little or no regulation in the area of manning requirements,

Continued on page 7



Pattern of Abuse, Corruption By Giant Agri Groups Uncovered

Food Exporters Reap Benefits of Cozy Relations With Agriculture Dep't and Development Agency

The billions of U.S. taxpayer dollars spent every year to make American food commodities competitive with foreign-grown wheat, corn and other products have fattened the coffers of a few giant corporations and have done little to increase the export of U.S. agricultural products, *The New York Times* revealed in a series of three articles by two reporters who conducted an extensive investigation into the dealings of the Department of Agriculture.

The \$40 billion spent to increase American agricultural exports "has instead enriched a small group of multinational corporations while doing little to expand the American share of the world's agricultural markets," said the authors of the articles, which appeared on October 10, 11 and 12.

Written by Dean Baquet and Diana B. Henriques, the articles document how much of the profit amassed by the giant grain interests has come from circumventing regulations, unethical moves and, in some cases, illegal activities.

Enemies of Shipping

The huge agribusiness groups and government agencies named in the article are among the leading opponents of U.S. shipping laws. (See article on the North American Export Grain Association above.)

Traditionally, these interests, while advocating the purchase and use of U.S.-produced agricultural products for government aid programs, have opposed the use of American-flag vessels to deliver the donated cargoes. The giant agribusiness lobby attacks the government monies used to contract U.S. ships, funds that generally amount to millions a



Billions of taxpayer dollars spent on subsidies to up exports of American food products are ineffective and, in many cases, misused, *The New York Times* reported in a series of three articles.

year, while pushing for increases in the \$70 billion plus per year U.S. government subsidy to agriculture.

No Holds Barred

The New York Times articles detail a number of cases in which giant agriculture interests have engaged in illegal and unethical transactions involving U.S. government food aid programs. The abuses range from using U.S. government funds to bribe foreign officials to spending taxpayer monies to establish profitable distribution monopolies.

"The Agriculture Department continues to give billions of dollars of business to politically powerful agricultural companies that have been caught rigging bids, fixing prices and defrauding Government programs," the article states.

The reporters also found that the U.S. Department of Agriculture (USDA) was loath to discipline or prosecute the violators. While other government agencies prohibit contracts with companies that have broken U.S. laws or regulations, the Department of

Agriculture refused to adopt such a ban, *The New York Times* reporters discovered.

Gov't Looks the Other Way

The reporters found that a revolving door relationship with officials of the USDA, the Agency for International Development (AID), the arm of the U.S. State Department which coordinates aid to developing nations, and giant agribusiness groups fostered abuses.

The articles cited the case of the USDA general counsel who in 1988 argued against barring companies caught in infractions relating to department programs from future participation in the agency's contracts. That same official left government and today represents large exporters of agricultural products, said the reporters.

A memorandum from a Department of Agriculture official to the government's Office of Management and Budget obtained by the newspaper said his agency did not want to adopt such a strict requirement because

Continued on page 7

Grain's McCoy Evades Congressional Queries

The mouthpiece of the giant grain exporters, Steven A. McCoy, who attacks cargo preference laws and U.S.-flag shipping generally, has consistently refused to reveal the true make-up of his organization, euphemistically known as the North American Export Grain Association (NAEGA). While several members of Congress have attempted to discern the somewhat foreign character of NAEGA's membership and their ties to foreign-flag shipping, McCoy has engaged in evasive tactics.

Here is an excerpt of an appearance by McCoy before the Congress. It should be noted that as of October 28 the requests for information made to McCoy last June had not been answered, according to congressional staff.

Before the Subcommittee on Merchant Marine
June 23, 1993

Mrs. Helen Delich Bentley (R-Md.). ... Mr. McCoy, at the agriculture appropriations hearing last week you stated you represented a little association. It is my understanding that NAEGA, has about 40 members, including all of the biggest multinational grain houses and some of the biggest companies in the world. The largest grain houses are owned by some of the richest people around the world.

Do any of the companies belonging to your organization have foreign parent companies?

Mr. McCoy. All of the companies that are members of NAEGA by the by-laws of NAEGA are required to be U.S. incorporated companies.

Mrs. Bentley. That is not what I asked. I asked you whether they have foreign parent companies.

Mr. McCoy. Yes. Some of the companies have affiliations with foreign companies.

Mrs. Bentley. All of them?

Mr. McCoy. No not all of them.

Mrs. Bentley. 50 percent, 70 percent, 80 percent?

Mr. McCoy. It would be difficult to say.

Mrs. Bentley. Come on, Mr. McCoy.

Mr. McCoy. Well, it is difficult to say. I would say that some do, some don't, and it depends on how you defined it.

Mrs. Bentley. What countries are involved in the foreign parent companies?

Mr. McCoy. Well, a multinational company typically might include within its organization—

Mrs. Bentley. I asked—are they Japan, Switzerland, Italy and Canada?

Mr. McCoy. I beg your pardon?

Mrs. Bentley. Are they Japan, Switzerland, Italy and Canada?

Mr. McCoy. There is a possibility of connections in those countries.

Mrs. Bentley. Do those foreign interests benefit from foreign aid paid for by American taxpayers?

Mr. McCoy. No, not at all.

Mrs. Bentley. They don't from the grain subsidies they receive?

Mr. McCoy. No.

Mrs. Bentley. They do not benefit?

Mr. McCoy. No.

Mrs. Bentley. Mr. McCoy, think of what you are saying.

Mr. McCoy. I am saying exactly what I just said. No. The foreign interests don't benefit. The beneficiary, if there is any beneficiary as far as a grain company is concerned, would be a U.S. incorporated affiliate.

Mrs. Bentley. Controlled and owned by the foreign parent company, Mr. McCoy.

Mr. McCoy. I am sorry. It is irrelevant who would control or own a company.

Mrs. Bentley. Come on, Mr. McCoy, let's not play Tiddley Winks. Is NAEGA required to register as a lobbyist for foreign companies under the Foreign Agent Registration Act?

Mr. McCoy. No, we are not.

Mrs. Bentley. But you have all these multinational companies.

Mr. McCoy. As I say, the companies who are a member of NAEGA are members by virtue of their U.S. incorporated status.

Mrs. Bentley. Do any of your members own foreign flag vessels?

Mr. McCoy. I don't know.

Mrs. Bentley. Come on, Mr. McCoy.

Mr. McCoy. I am sorry. I don't know. I don't know. I would assume that some would but frankly it has never been an issue that I have been intensely interested in.

Mrs. Bentley. I would like an answer for that and I would like a specific answer for that, the numbers and who.

Mr. McCoy. I would be happy to do my best to provide that.

Mrs. Bentley. And with that, some of the foreign aid that is paid for the cargo carried on these vessels means that your association companies also benefit from the American taxpayers' dollar.

Mr. McCoy. I will do the best I can to provide any information you request.

Seafarer Among Casualties in Houston Channel Explosion

Continued from page 3

cerned about a possible fuel spill (the *Charger's* holds were empty, but its own bunker supply was 365,000 gallons). However, the vessel's fuel was transferred to a barge without incident, thereby ending the threat of pollution.

The 660-foot ship was refloated near the channel several days after the accident. Owned by OMI Corp. of New York, the *Charger* was at anchor when the explosion took place.

Accident Remembered

Bosun Eugene Beverly had just taken a seat in the crew mess hall when he heard a noise which seemed a thousand times louder than thunder. He felt the ship contort as if it had been twisted in the hands of a giant.

"It was a terrible explosion. You had to be there to understand just how serious it was," said Beverly, 59, who was not injured. "My first thought was that there would be a chain reaction of explosions, because I knew we weren't gas-free."

The officers and crewmembers reacted quickly, and within a few minutes the survivors gathered on the stern. A.B.s Chuck Collins and Jimmie Scheck carried Williams there; Beverly and

others knew that two other men had been working in the tank and could not possibly have survived.

"Considering the situation, I was very proud of how the men conducted themselves," the bosun said. "They were very orderly. Keep in mind, this was a hell of an experience."

Rescue Boat Waiting

The *Charger* quickly sank in about 40 feet of water, which actually facilitated the rescue. "Right after the explosion, we took about a 25-degree list to port," Beverly recalled. "Once we hit bottom, the stern was almost even with the water, so we practically stepped off the ship right onto the crew boat (the *Tim McCall*)."

He added that, although he and the other crewmembers are trying to put the incident behind them, "To be honest, I don't think you ever completely forget something like this."

The Coast Guard's Marine Safety Office in Galveston and the NTSB, an independent federal agency, concluded a joint hearing on the accident last month but will issue separate reports once the investigation is over.

According to published reports, this incident marked one of more than two dozen empty-tank explosions worldwide in the past seven years—accidents which



The 660-foot gasoline tanker *OMI Charger* lies with a giant hole in its side as a result of an explosion and fire that occurred October 9 near the mouth of the Houston Ship Channel close to Galveston, Texas. The cause of the blast, which killed three crewmembers, is under investigation.

have resulted in 30 fatalities.

The *Charger* had been in a shipyard for one month prior to the accident and was preparing to take on a cargo of gas in Texas City.

The SIU members who were on board during the accident were Beverly, Williams, Collins, Scheck, A.B.s Daniel Hebior, Clemente Rocha and Kevin Hamilton, Pumpman Jack Singletary, OMUs Eldridge Smith, Daniel Campbell and Andy Lopez, GUDE Darryl Brown, Chief Steward Neville Johnson, Chief Cook Ambrosio Fachini and SA Arthur Reeves.

Union Mourns Loss of QMED Killed in OMI Charger Blast

Continued from page 3

sympathy," Sacco stated. "We will miss Willie, and we share his family's grief."

'A Good Union Member'

Brother Williams "was a good guy, very well-liked and very professional. He knew his job," said SIU Port Agent Jim McGee. "I knew Willie for many years. He always made an effort to teach the young guys. He was a good union member."

Brother Williams graduated from the Lundeberg School in 1969, after serving a four-year stint in the Marine Corps. A native of the U.S. Virgin Islands, he first sailed as a wiper aboard the *Sea-Land Galveston* in 1969.

He later sailed aboard Isthmian Lines ships, and in 1974 he upgraded to QMED at the Lundeberg School.

Bosun Eugene Beverly, who sailed with Williams off and on since the mid-1970s, was aboard the *Charger* when the explosion took place. "I don't believe you could find a better shipmate" than Williams, said Beverly. "He was a fine person."

In 1975, the chief engineer of the *SS Shenandoah* summed up Brother Williams' work habits in a letter of recommendation which read in part: "Williams was able to work cooperatively with several different mates and engineers. His attitude is very good. He is the type of man needed aboard ships. . . . I would recommend him for the engine department of any ship and would always be happy to have him in my department again."

SIU officials and members from the port of Houston extended the union's heartfelt sadness to Brother Williams' family immediately after the accident and throughout the following weeks. Father Sinclair Oubre, a Catholic priest who also sails as an AB, gave a prayer service for Brother Williams at the October membership meeting in Houston. He also conducted a mass in memory of Brother Williams on October 20.

Additional condolences may be sent to Pat Williams and Family, c/o Seafarers International Union, 1221 Pierce St., Houston, TX 77002.

Senators Defeat Attack on Wages

Continued from page 3

to transporting supplies and other materiel that that should go under an American flag, staffed by American seamen who are not only cost-effective but have an ethic of patriotism," Senator Barbara Mikulski (D-Md.) responded.

The senator quoted the head of the U.S. Transportation Command, which oversees the movement of equipment within the military, during the Persian Gulf conflict as saying unlike foreign vessels no American ship was delayed for the lack of a crew.

Recalling a recent Senate debate, she said, "If American people are reluctant to put their troops under a foreign commander, why would they want to put their materiel and supplies under a foreign-flag ship?"

John Breaux (D-La.), the chairman of the Senate Merchant Marine Subcommittee, pointed out Grassley's "amendment would do away with the cargo preference program for military cargo."

Adding that cargo preference laws and the presence of the U.S.-flag merchant fleet saves the Defense Department money was Senator Paul Sarbanes (D-Md.),

who said, "The use of the American-flag ship actually saves the Defense Department money because the alternative would be for the Defense Department to establish its own fleet to carry this cargo."

Senator Dianne Feinstein (D-Calif.) emphasized the economic and military importance of the U.S.-flag merchant fleet. "The merchant marine, in peacetime, plays an important role in the economies of coastal states such as California and has far-reaching impacts on states that produce the cargo carried by these fleets," she said.

Lost Vietnam Mariners Honored By San Francisco Monument

Years of struggle against veterans' groups and bureaucratic red tape came to an end last month when a concrete monument honoring seven merchant mariners—including five members of the SIUNA-affiliated Marine Firemen's Union (MFU)—who lost their lives in Vietnam was unveiled on the San Francisco waterfront.

The ceremony on October 3 was the culmination of seven years of work by the MFU and California state Senator Milton Marks to have these Americans honored with the others who died during the war in southeast Asia.

The seven—Chief Electrician Raymond G. Barrett, Second Electrician Earl T. Erickson, Oiler James W. McBride, Wiper Timothy A. Riordan Jr., Fireman/Watertender Robert J. Rowe, First Assistant Engineer John A. Bishop and Second Assistant Engineer Charles B. Rummel—were killed aboard the *Baton Rouge Victory* when the ship struck a mine as it was sailing in the Long Tao channel of the

Saigon River on August 23, 1966.

"This caps a longtime effort to honor the crew of the *Baton Rouge Victory*," stated Henry "Whitey" Disley, president of the MFU. "We were opposed by memorial and veterans affairs commissions who claimed they shouldn't be included in their monuments because they weren't members of the armed forces. But they gave the ultimate sacrifice and we are here to honor and remember them."

Disley, who spearheaded the campaign for the monument, described during the ceremony the problems the union and its supporters overcame to honor the mariners. He noted original plans called for the seven names to be added to the Vietnam Wall in Washington, D.C. but that was turned down because the mariners were not part of the armed forces. The same reasoning was used when an attempt to add the names to the California memorial was refused.

When a separate memorial plaque for the state monument was suggested, California Govern-

nor George Deukmejian vetoed it. Then after the present design was submitted for a location on the state capital lawn, the monument was declared oversized and plans should be resubmitted.

Instead, the San Francisco Port Commission approved the monument and offered a location on the Embarcadero that overlooks San Francisco Bay.

"Here with great pride through the efforts of the unions and their allies, people can pause and read of a sacrifice by merchant mariners," said James Herman, president of the port commission and past president of the International Longshoremen's and Warehousemen's Union.

"It is sad and tragic we had to engage in such a struggle to honor those who went down to the sea on the *Baton Rouge Victory*," Herman added. "Their loyalty to country was second to none."

Jack Henning, executive secretary-treasurer of the California Labor Federation, said no greater tribute could be paid to the memory of the seven than "the



Henry "Whitey" Disley (left) joins former *Baton Rouge Victory* crewmembers Bedroom Steward Toli Alston (center) and AB Milton Hendrick in unveiling the monument to seven merchant mariners who died on the ship in Vietnam.

restoration of the U.S.-flag merchant marine. There is no proof war will never visit us again. We must build our merchant marine not only for defense, but also for restoration of our economy."

The concrete monument stands four feet high and eight feet wide. It features a bronze relief portrait of the vessel on the right and a description of the sinking of the ship with the seven victims' names on the left. The

base is inscribed with the words, "American merchant seamen who made the supreme sacrifice."

More than 100 people attended the ceremony including former *Baton Rouge Victory* crewmembers and family members of those who died in the explosion.

Others participating in the unveiling included Rear Admiral Thomas J. Patterson, Monsignor John P. Heaney, Captain Frank Johnson of MarAd and Sen. Marks.

Anti U.S.-Flag Ship Group Tight-Lipped on Foreign Ties

Continued from page 5

lax safety standards and very favorable tax treatment.

Among the world's most popular runaway registers are Panama, Liberia, Vanuatu and Norway among others. (While Norway at one time was a traditional maritime nation, operating national-flag vessels crewed by Norwegian seamen and accountable to Norway, the nation now operates a so-called second register which lifts the requirements associated with a national flag register and offers runaway-flag like benefits for shipowners.)

Runaway-flag ships, which by their very nature are running away from the higher standards and taxes of traditional maritime nations, have a track record of exploiting, abusing, even enslaving crewmembers, a history of avoiding legal authorities of any nation, particularly to escape from safety practices, inspections and other practices which add to the cost of an operation.

In addition to having a runaway-flag component, many NAEGA members operate in the billions of dollars of revenue a year category. And a good share of the NAEGA members are trading houses, not farmers or farm groups, but traders of commodities, including oil, metals, and other products.

Congress Is Still Waiting

As it stands now, two House subcommittees are awaiting information from NAEGA on its foreign ties. The requests for this data were made in hearings on June 17 by a member of the House Foreign Agriculture and Hunger Subcommittee and on June 23 by a member of the House Subcommittee on Merchant Marine.

In questioning by representatives at these hearings, McCoy feigned lack of knowledge in regard to the area of foreign ownership and foreign ship links and said he would provide the information.

Inquiries made to the staff of each panel revealed that as of October 28, no such material from NAEGA had been received by either subcommittee.

NAEGA is largely known on Capitol Hill and in federal agencies for its attempts to eliminate the law of the nation which states that 75 percent of U.S. government food aid cargoes must be carried on U.S.-flag vessels.

NAEGA, in addition to working to abolish the law, known as cargo preference, continually seeks exemptions of the ship-American policy for various grain cargoes destined for recipient nations. At one time or another, NAEGA has sought cargo preference exemptions for cargoes going to Poland, the Soviet Union, most recently Russia, among others.

Good for Grain Sellers

Without the requirement to ship on American vessels, McCoy believes more grain can be sold, an

act that would further increase the massive subsidy of taxpayer monies going to agricultural interests (now at more than \$70 billion per year).

Responding to an inquiry from Congressman Wayne Allard (R-Colo.) at the June 17 House Foreign Agriculture and Hunger Subcommittee hearing, McCoy stated why, from his perspective, foreign shipping is a "more suitable" alternative to U.S.-flag ships.

"In general, the foreign vessel would be more suitable because it would be cheaper, and so therefore the customer (a foreign country) could maximize his opportunity to import grain, if that is his purpose," McCoy said. He added, "[The customer] can buy more grain if he pays less on transportation."

Who's for Subsidies?

NAEGA advocates using American taxpayer money to support bargain basement runaway shipping, attacking the American shipping industry, which competes with fleets of other nations subsidized by their governments directly and indirectly and with fleets subsidized in a round-about-manner by allowing them no ties to any nation through the device of runaway flags.

Ironically, NAEGA does not believe what is good for the goose is good for the gander. The organ for the giant export grain lobby does not advocate using U.S. government monies to purchase the cheaper wheat and corn available on the world market—the very low cost wheat and corn on which is based the rationale for subsidizing American grain and food product exports.

The grain group instead stands fully behind government subsidies for exported agricultural products. Much of this is done through a subsidy process known as the Export Enhancement Program (EEP) which provides the difference to exporting companies of the higher cost U.S. product and the foreign-produced product selling at a lower rate on the world market.

According to press reports, NAEGA members have profited mightily from the EEP program. Since its inception in 1985 up to the end of 1991, NAEGA member Cargill, Inc. received \$800 million in EEP bonuses, NAEGA member Continental Grain took in \$702 million. NAEGA's French-owned Louis Dreyfus Corp. has received some \$590 million and two Ferruzzi companies collected close to \$320 million. Holland's Bunge, also a NAEGA member, was awarded \$132 million, among others.

"We maintain the Export Enhancement Program as a means to maintain our competitiveness vis-a-vis the European Community and consequently so long as [European Community] subsidies exist, so too also will our subsidies," said McCoy.

NYT: Export Food Aid Abused

Continued from page 5

USDA's relationships on food aid contracts "are, by their nature, very close, and usually cooperative, as opposed to 'arms-length' procurement-type relationships."

Farmers Not Benefitting

The agricultural export programs of the United States now favor big corporations, many of which are foreign owned, *The New York Times* found. "[T]here is little proof that farmers benefit[ed] from the buildup in export assistance," noted the articles' authors.

"[T]here is evidence that big

companies profited. Four corporations received nearly \$1.4 billion, or more than 60 percent, of the \$2.3 billion in subsidies dispensed through the Export Enhancement program, the most generous program, in its first four years," stated the articles. The Export Enhancement Program (EEP) provides a subsidy to the seller of the grain or other product that amounts to the difference between the U.S. price and the world price.

Reprints Available

A political scientist interviewed by *The New York Times* journalists, Robert Paarlberg of Wellesley College and the Har-

vard Center for International Affairs, noted that the export subsidies were ineffective. "In the case of wheat, for example, the government could provide a greater benefit to wheat farmers at lower cost to the taxpayers if it simply purchased the surplus wheat and burned it," Paarlberg told the paper.

Reprints of these articles, printed with permission of *The New York Times*, are available from the *Seafarers LOG* office. Anyone interested in obtaining a copy should address a request to the *Seafarers LOG*; 5201 Auth Way; Camp Springs, MD 20746.

Foreign Ties of NAEGA Member Groups

A partial list follows of the ultimate foreign ownership of the NAEGA member companies as well as the flag-state of the vessels operated or controlled by NAEGA member companies, their parents and related subsidiaries. It is likely that this list is by no means complete as large commercial interests such as the ones named here generally try to keep information such as this out of the public eye.

NAEGA Members, Directors, Officers	Nation of Ultimate Ownership/Control	Flag States Of Ships
Bunge Corporation	The Netherlands	
Mitsui Grain Corp.	Japan	Japan Panama Vanuatu Hong Kong Liberia Singapore Myanmar (Burma) Cyprus Marshall Islands
Con Agra Grain Corp.		Liberia
Cargill, Inc.		Mexico Antigua & Barbuda Panama Cyprus India Liberia
Continental Grain, Inc.		Ireland
Archer Daniels Midland Co.		
J. Aron & Company		
Louis Dreyfus Corporation	France	France Philippines Liberia Hong Kong
Tradigrain, Inc.	Switzerland	
The Andersons		
Central States Enterprises		
Elders Grain, Inc.	Australia	
Alliance Grain, Inc.		
Central Soya Company, Inc.	Italy	
Feruzzi USA, Inc.	Italy	Italy Bahamas Cyprus
Interstate Grain Corp.		Panama
Italgain USA, Inc.	Italy	
Maple Leaf Mills Inc.	Canada	
Mitsubishi International Corp.	Japan	Japan Panama Philippines Liberia
Pasternak Baum & Co., Inc.		
James Richardson & Sons, Ltd	Canada	
SGS Control Services, Inc.	Switzerland	
Tidewater Grain Company		
Marubeni America Corporation	Japan	Panama Cayman Islands Liberia Japan
Oriac International	Canada	
Richco Grain Ltd	Switzerland	Liberia Panama Singapore Norway (1) Greece United Kingdom
Spantrade, Inc.		
Toyomenka (America) Inc.	Japan	
Woodhouse Corporation	United Kingdom	
C. Itoh & Co. (America) Inc.	Japan	
Zen-Noh Unico American Corp.	Japan	
Alabama State Docks		
Gamac Grain Company		
Alfred C. Toepfer International Inc.	European (2)	Singapore
Granicorp, Inc.	France	
Union Equity Coop. Exchange		
Port of Corpus Christi		

(1) Ships fly the flag of Norway but are registered with the nation's second registry, a device which allows the shipowner flag-of-convenience-like terms with the label of a traditional maritime nation.

(2) Toepfer is a amalgam of cooperatives in Germany, the Netherlands, Canada, France and the United States.

Source: NAEGA's membership, directors and officers are reported on NAEGA's Annual Report for Foreign and Domestic Corporations, filed with the Government of the District of Columbia. Foreign ownership data is collected from business periodicals, newspaper reports and business directories. Ties to ships operated under foreign registries is compiled from directories, articles in periodicals from around the world and government filings.



Releasing the lines on the *Borinquen* is AB Jorge L. Borges.



The *Caribbean Responder* begins boom-laying operations during a recent drill off St. Croix.



AB Jose Guevara fights rain as he prepares to toss lines onto the *Borinquen*.



Lending a hand as the Crowley tug ties up is Engineer Carlos Rodriguez.



SIU-crewed tugboats work with the *Caribbean Responder* to stretch containment booms.

Seafarers Practice Spill Containment

To be prepared in the event an oil spill ever occurs, SIU crewmembers aboard Crowley tugboats are practicing containment procedures with fellow Seafarers on board the *Caribbean Responder*.

Santurce Port Agent Steve Ruiz joined the crew of the tug *Borinquen* in a drill off St. Croix in September. "The session went very well," Ruiz told the *Seafarers LOG*. "The crews worked very well with each other and all learned from the experience."

The *Caribbean Responder*, one of 16 Marine Spill Response Corporation vessels located along the U.S. coastline as well as Hawaii and St. Croix, served as the lead vessel in the practice—the same position it would hold in a real accident. The Crowley tugs, along with the Hess Marine's *Limetree Bay*, crewed by members of the SIU of Puerto Rico, assisted in laying booms and capturing the imaginary oil.

Ruiz noted such drills will take place on a regular basis to keep Seafarers up-to-date on containment techniques.



The tug *Dorado* assists the *Caribbean Responder* during the oil spill drill.



The crew of the *Caribbean Responder* includes (from left, seated) Oiler Marc Aloisio, Asst. Eng. Gary M. Stetson, Cook Richard Griffith, (standing) AB Elizabeth A. Mark, Mate Bruce Fizell, Mate Mark C. Patterson and Captain James Clifford.



LEFT: Standing by on the *Borinquen* to take a line from a *Responder* assist boat are (left to right) AB Jorge Borges, AB Jose Guevara and Engineer Carlos Rodriguez.

RIGHT: Capt. Hector Ayala (white shirt) aligns the *Dorado* as Engineer Alfredo Gonzalez (left), OS Angel Sanchez and AB Felix Guilar stand by.



Heading for the *Dorado* galley is Cook Carmelo Feliciano.



Capt. Manuel Quinones handles *Borinquen* paperwork.



Monitoring from the *Borinquen* bridge is Mate Kevin Foss.



Borinquen crewmembers grab a quick cup of soup prepared by Cook Jose Nunez.

A National Health Problem

TB Precautionary Measures to Be Instituted by SIU

In order to protect the safety and health of union members and their families, the Seafarers International Union—Atlantic, Gulf, Lakes and Inland Waters District and the Seafarers Welfare Plan are instituting a new program to tackle what is becoming a national health problem—the reemergence of tuberculosis (TB).

The Seafarers program, which will begin in January 1994, is designed to accumulate data in order to research effects on Seafarers of the now more prevalent disease. The program will also, through a painless skin test, identify if Seafarers have been exposed to TB. The goal of the Seafarers program is to protect its members from the disease by testing for the unlikely event of some exposure to TB germs.

"We are basically beginning this TB control program to determine if tuberculosis is a problem for Seafarers and if so to implement a program to diagnose and control the disease," Dr. Kenneth Miller, director of the Seafarers Welfare Plan medical department, told a reporter from the *Seafarers LOG*.

The Disease Returns

Tuberculosis, inactive for a number of years in the United States, is on the rise once again. Since 1985, the number of reported cases of TB has increased. The Centers for Disease Control and Prevention (CDC), a federal agency involved in research for the control and prevention of diseases, has estimated that from 1985 through 1991 there were 39,000 more cases of

reported tuberculosis in the United States than would have occurred had the incidence of TB continued declining as it did through 1985.

TB had largely been eliminated in the U.S. due to improvements in living conditions and effective drug care. Where it had once been the leading cause of death in the U.S., after 1900 TB steadily declined as a terminal illness and fewer and fewer cases were reported.

Reasons for Return

There are many reasons for this change according to the National Institute of Allergy and Infectious Diseases (NIAID), a federal health agency involved in the research and development of guidelines for treatment of infectious diseases.

Causes cited by the agency for TB's revival include the emergence of drug-resistant strains of the organism causing the disease, increased immigration to the U.S. of people from countries with a high incidence of the disease, and transmission among persons in crowded living environments.

Researchers also state that the current resurgence of the disease can be attributed to the growth of poverty and homelessness and an increase in numbers of people congregating in one dwelling, such as prisons, shelters and nursing homes.

What is Tuberculosis?

TB is a disease spread by germs called tubercle bacilli (a species of rod-shaped bacteria) that can float in the air. The germs are spread if a person infected with TB of the lungs coughs or sneezes into the air. The TB bacteria are so tiny that they dry out and float on air currents for long periods in an enclosed space.

According to the American Lung Association, a private health organization that provides general information to the public on issues of respiratory health, tuberculosis is predominantly an airborne disease. TB germs are not likely to be transmitted through personal items belonging to those individuals with the dis-

ease, such as clothing, bedding, toilet seats, showers, glasses, eating materials or any other items they have touched.

Most people who breathe in the bacteria do not become infected when exposed to TB. Of those who do, most do not develop the active disease but the germs can lie dormant in the cells lining the lungs where the body may store them. The body's immune system traps the bacteria with special germ fighters. From this point on, a lifelong balance between the infection and the human body's defense against the infection continues. An individual who has dormant TB bacteria in his or her lungs is not contagious. Only those with active TB who remain untreated are capable of infecting others.

Importance of Test

"TB screening is necessary to determine if an individual has been exposed to the tuberculosis germ. Only ten percent of those exposed will become infected with the full blown disease while in most other cases the germs remain dormant in the cells. If we find out that a person has been exposed, it is very treatable with existing antibiotics and may prevent any chance of active tuberculosis developing," explained Dr. Miller.

Miller noted it is important to understand that TB germs are not transmitted through casual contact. A person must be in close contact for a long period of time with an infected individual to become affected by the germ. He stressed that even in this case, only 10 percent will go on to develop active tuberculosis.

To Determine Infection

A painless skin test on the arm is the only way to tell if a person has been exposed to the germs associated with tuberculosis. A small needle is used to put a testing material, called tuberculin, under the skin. In 48-72 hours, the test on the forearm is examined to determine if there is a reaction to the disease.

The test is positive if a bump

the size of a pencil eraser or bigger appears on the arm where the tuberculin was placed. This means that the person may have been exposed and may require treatment to avoid getting the full disease at a later time. This preventive treatment takes at least six months to a year to kill all the tuberculosis germs. A person may continue to have TB bacteria in his or her body unless eliminated with the proper medication.

Importance for Seafarers

"Because Seafarers live in close quarters and deal with the same people day in and day out for many months at a time, the SIU determined that this TB research and control program is necessary. In 1995, we will examine the information collected and determine if tuberculosis is of significant concern for Seafarers," noted Dr. Miller.

The program will require that Seafarers participate in the screening program at the time of their annual medical examination. The TB screening will consist of a simple questionnaire (which will include such questions as age, place of birth and places of travel, as well as family and personal history of tuberculosis) and the painless TB skin test.

SIU Takes the Lead

The SIU medical department is moving rapidly to deal with any potential threat to the membership through precautionary measures such as the skin test, early detection and treatment as well as the collection of data to better analyze any trends or circumstances relating to Seafarers and the disease.

"It is very important for Seafarers to participate in the TB control screening program so that we can determine if tuberculosis is a significant problem for our membership. In doing so, we can be active in identifying and controlling TB exposure before serious infections develop," Miller concluded.

Future issues of the *Seafarers LOG* will continue to report on the Seafarers TB program.

White House Announces U.S. Shipyard Support

The Clinton administration last month unveiled a program intended to assist U.S. shipyards in converting from defense to commercial work. It includes a plan to seek elimination of shipyard subsidies worldwide.

The program would provide for \$3 billion in ship construction through loan guarantees, and a five-year conversion program to fund research and development projects in domestic shipyards. In addition, federal agencies would eliminate unnecessary regulations and would enhance export promotion and marketing.

The White House report, entitled "Strengthening America's Shipyards: A Plan for Competing in the International Market," cites statistics from the Maritime Administration (MarAd) that estimate 7,300 to 9,900 large, ocean-going ships will be built for the international commercial market between 1992 and 2001, with most of the work taking place after 1996. "The administration's five-part plan is intended to assist efforts already underway within the industry to compete internationally," the report says. "It is a transitional program, consistent with federal assistance to other industries seeking to convert from defense to civilian markets."

The report was completed and approved by the president in response to part of the National Defense Authorization Act of 1993. Legislation for the actions called for in the report will be submitted to the appropriate committees of Congress.

Following are titles and summaries of each part of the plan:

Ensuring Fair International Competition. The U.S. government has drafted and submitted a comprehensive proposal to end foreign shipbuilding subsidies, effective January 1, 1995, to the Organization for Economic and Cooperative Development. "Subsidies provided by foreign governments to their shipbuilding industries, which artificially lower prices, must be ended so that there is a truly level playing field on which to compete," states the report.

(Since the Reagan administration eliminated funding for the construction differential subsidy [CDS] in 1981, fewer than a dozen ocean-going, commercial ships vessels have been built in U.S. yards. CDS underwrote the difference between the price of U.S.-built and foreign-built ships. When the differential rose, so did the average subsidy.)

Improving Competitiveness. The Department of Defense, through its Advanced Research Projects Agency, will share the costs of industry-initiated research and development projects by matching funds from the industry for such work.

Eliminating Unnecessary Government Regulation. All government agencies will review and revise or eliminate any regulations that "impose unnecessary burdens on the shipbuilding industry." The report lists as "major activities" the standardization of international construction standards by the U.S. Coast Guard, acquisition reform within the Department of Defense, and updating Occupational Safety and Health Administration standards.

Financing Ship Sales Through Title XI Loan Guarantees. Title XI currently provides U.S. buyers of ships built in U.S. yards with loan guarantees. The program calls for continuation of those guarantees, plus extending similar coverage to foreign buyers, in order to encourage foreign carriers to build in U.S. yards.

(Under Title XI, U.S. buyers of American-built vessels may obtain guarantees for long-term loans at fixed rates, for as much as 75 percent of the loan amount.)

Assisting International Marketing. The report indicates that existing organizations such as the U.S. Foreign Commercial Service, American embassy personnel and MarAd will be used to assist U.S. shipyards in their international marketing efforts and "to facilitate cooperative arrangements and alliances between U.S. and foreign yards."

The report's annex notes that several independent sources agree that demand for new vessels in the '90s will result mostly from the need to replace existing vessels, rather than from increased trade volume.

Congress, President Urged to Back Legislation for Maritime Revitalization

Continued from page 2

citizens' organizations; shipping companies active in ocean-going, Great Lakes and domestic commerce; maritime unions representing seamen and boatmen; and shipyards. Concerned about efforts by others to open domestic commerce to foreign interests, the coalition is seeking a U.S. maritime policy consistent with the interests of the nation.

Unanimous Support

H.R. 2151, reported unanimously to the full House by the Merchant Marine and Fisheries Committee, would provide U.S.-flag vessel owners annual payments of \$2.1 million per year, per vessel during a 10-year period for ships enrolled in a maritime security fleet. The bill also calls for other payments to assist American shipyards in competing in commercial markets with foreign yards.

Rep. Gerry Studds (D-Mass.), chairman of the committee, has indicated the committee will offer an amendment when H.R. 2151 is on the floor. The amendment will include "an overall 10-year authorization level, which we expect to be in line with the administration's views," Studds recently told the *Journal of Commerce*.

Meanwhile, in the wake of attacks on domestic shipping laws, and in the absence to date of a maritime policy proposal from the White House, the United States Maritime Coalition has urged President Clinton to reaffirm his commitment to the continued existence of a strong, competitive maritime industry in the U.S.

A recent letter from the coalition to the president read in part: "Your commitment is being deliberately undercut by Administration officials who for philosophical, budgetary and

bureaucratic reasons wish to dispose of the American merchant marine and rely entirely on foreign-flag companies, vessels, and mariners. Daily our industry is bombarded with contradictory messages from Administration sources. . . . Opponents of the U.S.-flag fleet within the Administration have been permitted to propose the termination of U.S.-flag preference for government cargoes and to demand that support for a new program for one segment of the industry be paid for by terminating a totally unrelated program that largely benefits another segment of the U.S. fleet. Either proposal would lead, without question, to the destruction of the fleet and the United States maritime industry."

The coalition's letter concludes, "We strongly urge that the course you have chosen—reforming, revitalizing, and rebuilding the U.S. fleet—be communicated clearly."

Luedtke and Zenith Seafarers Ratify New Three-Year Accord

Great Lakes Seafarers who sail aboard Luedtke Engineering and Zenith Dredge vessels recently ratified a new three-year contract with the companies.

The new pacts, which took effect September 20, include yearly wage increases throughout the life of the contract as well as expanded medical benefit coverage. The agreement also maintains all benefits achieved in previous collective bargaining agreements.

Seafarers ratified the new contract by casting votes on their vessels and at various job sites throughout the Great Lakes region. The SIU crewed vessels are responsible for dredge and marine construction work along the lakes.

A total of six negotiating sessions were held in Frankfort, Mich., Erie, Pa., Green Bay, Wis. and Algonac, Mich. during the

spring and summer.

Luedtke Engineering is based in Frankfort and Zenith Dredge is from Duluth, Minn.



A Luedtke Engineering dredge sails along the Cuyahoga River.

QMED Greg Eastwood Goes Country

While some crewmembers may read books or write letters during their off-duty time aboard ship, a New Jersey Seafarer has found a special way to express his feelings when he is away from family and friends.

QMED Greg Eastwood passes these in-between times by writing lyrics to later accompany music. "About half of my music is written while I am aboard a ship. There are many ways to pass the time while at sea, and there is also a lot of time to think. Different people do different things, but I happen to write my thoughts down and put them into songs," the 36-year old mariner told a reporter from the *Seafarers LOG*.

Switches from Rock to Country

Eastwood began singing rock-and-roll approximately 14 years ago, but in the late '80s he decided it was not the musical route he wanted to take.

"I couldn't find a place in rock-and-roll so I switched to country. It comes more naturally for me, and in the past few years I have found that people agree," he said.

After serving several years in the U.S. Navy and briefly working as a roofing and siding subcontractor, he joined the SIU in 1990 in the port of Philadelphia and continued to advance his musical ambitions while at sea and on shore.

"I already had my merchant mariner document, so I thought I'd look into getting work on a ship. Fortunately it came through. I love the travel and the great opportunities offered by the SIU to advance and educate myself. The things that I have learned because of the union will always benefit me," said Eastwood.



QMED Greg Eastwood has performed for trainees and upgraders at Piney Point as well as for fellow crewmembers while at sea.

In 1991 he upgraded to oiler at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md., and in 1992 he returned for the QMED course. While advancing his skills, he performed for the trainees in the school's auditorium. "It is a great place, and they all really seemed to like my music," the QMED recalled.

By Popular Request

On all of the ships Eastwood has sailed, he has become a popular fixture of music and fellowship. Many times crewmembers have asked him to play; some have even provided suggestions for new songs.

He has written songs about sailing and the sea, but most of his music is created from heart-felt emotions. "I don't just sit down and write a song; I must be experiencing some type of an emotion and go on my very individual feelings. Singing is a type of therapy for me where something inside needs to get out and be heard. For me that voice comes out in my music," he said.

More and more people began to tell Eastwood that he had legitimate talent as a singer and musician. "I thought that maybe it was time I put something together. I had people tell me I was good, but they were just ordinary people like my friends and family. I wanted to see if others in the general public thought so," he said. "I must say that my crewmembers at sea did inspire me to reach higher. They really enjoyed my music while on the ship," Eastwood added.

He decided to make a demonstration tape and send it out to people in the music industry beginning with local radio stations. He noted he is making connections, and a small radio station (WNJC 1360 AM) near his Turnersville, N.J. home currently plays a few of his songs.

"I also sent a tape to Jimmy Buffet's Margaritaville record company in New Orleans and told him I was a sailor in the SIU. Hopefully I will hear something soon. I figured if I ship out, I will be able to see how the response goes," Eastwood noted. He also said he met some people at a bluegrass festival this summer who are sending his tape to Sony Records.

Inspired by the Seafaring Life

The words of Eastwood's songs speak of saying goodbye and feelings of loneliness. One of his songs in particular, "Another Goodbye" recalls the heartfelt feelings the Seafarer experiences as he says goodbye to his children before signing on a ship.

"Time at sea inspired me to begin writing, and there is something sad about a lot of my songs. I guess it comes from having so much time to think about my three young boys who I am so far away from while at sea," Eastwood noted.

He recently signed off the *OMI Willamette* after a three-month voyage to Odessa, Ukraine.

"Writing and singing is a labor of love for me, and I will always have my guitar and singing as a way to vent my feelings, even if I never get any further in the big music industry," he concluded.

Eastwood said he plans to continue writing while at sea and recording while on shore.



Discussing the new SIU contract for licensed personal aboard the *Alton Belle* Casino are (left to right) Captain John Mosele, First Mate Dave Wendle, Captain Ralph Hawkins, Relief Mate Carl Hinner Jr. and Relief Captain Jerry Wendle.

Alton Belle Officers Approve Contract

Officers aboard the *Alton Belle II* Riverboat Casino in Alton, Ill. have approved a three-year contract that provides wage increases, improved working conditions and better vacation benefits.

The new pact covers the captains, mates and chief engineers who, earlier in the year, organized themselves and elected to be represented by the Seafarers.

Representatives for the union and the company held four negotiating sessions in Alton and Detroit. Delegates to the talks from the newly organized officers included Captain **Ralph Hawkins** and Chief Engineer **Jack Norris**.

The SIU already represents other crewmembers aboard the riverboat casino. Deckhands, food and beverage service employees, galley workers, ticket salespeople, reservationists, housekeepers, cashiers and maintenance workers organized in 1991 when the *Alton Belle* went into service. Those members of the crew chose to be represented

by the Seafarers. They approved a contract later in the year after forming a bargaining committee which negotiated the pact.

The original *Alton Belle*, which was designed to look like an old-fashioned Mississippi paddlewheel riverboat, was taken out of service when the *Alton Belle II* arrived in town in June of this year.

The *Alton Belle II* docks at the SIU crewed *Alton Landing*, a two-deck barge featuring the Piasa House restaurant, buffet and bar for passengers to use before and after cruises. It also includes a snackbar, cocktail lounge, gift shops and guest services.

The riverboat cruise takes 90 minutes as the vessel sails six miles up the Mississippi River along the Illinois shoreline, then returns to Alton, which is located 20 miles north of St. Louis.

The *Alton Belle II* is fitted with 650 slot machines, including video poker and video keno, 29 blackjack tables, four craps tables, two roulette wheels and one Big Six wheel.

G&H Pact Endorsed

SIU boatmen sailing aboard G&H tugboats along the Texas coast of the Gulf of Mexico have overwhelmingly approved a new three-year contract with the company.

Effective October 1, the agreement covers improvements in pension benefits as well as expanded health coverage. The boatmen also will receive a wage increase each of the three years covered by the contract.

Outpatient medical care, which is available to spouses and dependants of Seafarers who crew the G&H tugboats, has been greatly expanded by the new accord. A total of 28 G&H company tugs that work the Houston, Galveston, Freeport and Corpus Christi areas are covered by the new pact.

Representatives for the SIU and the Texas-based company held 10 negotiating sessions in both Houston and Galveston beginning late this summer. Delegates to the talks included Captain **Rob Arthur**, Chief Engineer **D. Dorsett**, and **AB Ray Keith** representing the Houston, Galveston and Freeport crewmembers and Captain **Randy Yeager** representing Corpus Christi members.

Voting by SIU members took place aboard vessels in Houston, Galveston and Freeport and on a dock in Corpus Christi.

The SIU crewed tugboats do general harbor work and assist various types of tankers, containerships, general cargo and freightships into or out of ports in the Texas Gulf area.



The *Juno* is one of the SIU crewed G&H tugs covered by the new three-year agreement.

Assessing Industry Needs, Inland Group Plans Courses

Representatives from inland companies last month met with SIU officials at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. for an in-depth discussion of the industry's training needs, as well as a review of the curriculum available for Seafarers sailing on tugs and tows. The meeting was part of an ongoing effort that began last year to fine-tune the Paul Hall Center's Lundeberg School curriculum for inland boatmen.

The group, which included a representative from the U.S. Coast Guard, also touched on the state of the maritime industry in general and the formation of the United States Maritime Coalition, a diverse organization which is countering efforts to allow foreign interests to enter the domestic shipping trades.

"We have some battles ahead, but we are very optimistic," SIU Executive Vice President Joseph Sacco said in opening the October 20 meeting. "We are looking to the future, and we will continue to provide top-notch training for our members, whether they sail inland, deep sea or on the Great Lakes."

During the past year, the Lundeberg School has provided special courses for hundreds of inland members who are employed by the companies represented at the recent meeting. Such courses are designed with careful consideration of each company's unique needs and of members' work schedules.

While emphasizing that flexibility, instructors presented outlines of the courses available to the inland industry. They answered questions and exchanged ideas with the company representatives in attendance regarding scheduling, class size and content and more.

All courses include plenty of hands-on training. Those available include Limited License I, II and III; Engine Room



As part of an ongoing effort to ensure inland members' training needs are met, company officials confer with representatives of the SIU and the Paul Hall Center.

Familiarization; General Plant Maintenance; Diesel Engine Maintenance; Electrical Maintenance; Hydraulics; Welding; and Able Bodied Seaman/Tankerman. Also available are a variety of hazardous materials (hazmat) classes, from an 8-hour familiarization course to a 48-hour "Incident Commander" course which teaches a student how to coordinate all aspects of a hazardous materials cleanup.

Stan Latka of Express Marine, Inc. was one of several representatives who conveyed their satisfaction with the special courses conducted at the Paul Hall Center. "It has really worked out well, and we appreciate everyone's help," he said. "Everyone at the school has been terrific, and our employees benefit from the training."

"Whenever we have a training need, the school is very responsive and they get the job done in very little time," added John Burns of Maritrans, Inc. "This has provided our employees with a broader skill base, which only can help them and us down the road."

New Hazmat Reg

Bill Eglinton, director of quality assurance at the Paul Hall Center, reviewed a new Department of Transportation (DOT) regulation which affects training requirements for individuals involved in hazmat transportation. He said the Lundeberg School's

hazmat programs exceed the new requirements set forth by DOT. (See page 28 of the October 1993 issue of the *Seafarers LOG* for details about the new rule.)

Instructor Byran Cummings discussed existing and planned safety courses. He explained the use of state-of-the-art training equipment such as a smoke machine "that would fill up this (conference) room in about two minutes, to the point where you wouldn't be able to see your hand even if you held it six inches from

your eyes. The smoke is non-toxic and non-irritating, but it allows us to practice emergency response under realistic conditions."

Cummings also mentioned, as an example of the school's ability and willingness to work with SIU-contracted companies, the training provided for employees aboard the *Delta Queen* and the *Mississippi Queen*, two passenger riverboats operated by the Delta Queen Steamboat Co. Several times each year, Cummings and Instructor John Smith conduct firefighting and first aid courses while the vessels are sailing.

'Invaluable Training'

"It's invaluable," said David Kish, a vice president of the company. "The fact that our people train with the equipment they would use in an emergency is a bonus."

The inland group also was addressed by Director of Admissions Dan Alioto, who reviewed admissions procedures, including Coast Guard deadlines for sub-

mitting some of the required paperwork. Alioto also reminded the officials that the school's trainee program is available to inland members.

Director of Vocational Education Jim Shaffer discussed and distributed information on Coast Guard regulations, a report on revisions to the Standards of Training, Certification and Watchkeeping Convention of the United Nations International Maritime Organization (which eventually will effect training requirements in the U.S.), outlines of the school's oil spill and hazmat courses, a sample "letter of service" required from companies prior to members' taking Coast Guard exams and more.

Additionally, the group reviewed the minutes of the Inland Advisory Board Subcommittee meeting from last March.

Companies represented at the meeting include Maritrans, Express Marine, Delta Queen, Great Lakes Towing, Marine Towing and Transportation, Moran Service Corp. and Allied Towing.

Training Deemed 'Beneficial' By Maritrans SIU Boatmen

Six Seafarers who sail aboard Maritrans tugboats in the Philadelphia area recently upgraded to an able-bodied seaman (AB) rating by completing a special course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The three-week course included classroom and hands-on training in deck seamanship, cargo handling, navigation, lifeboat operations, firefighting and other emergency procedures, plus the study of various U.S. Coast Guard regulations.

The course, taught by Jim Brown, was designed to meet the training needs of Maritrans

Seafarers while at the same time accommodating their work schedules.

"It was very beneficial," stated Frank Glover, 26. "The rules-of-the-road section was outstanding. I know I'll be in the wheelhouse, so I have to understand the (navigation) signals and definitions and recognize the shapes of different boats."

Glover joined the SIU two-and-a-half years ago, when he first began working for Maritrans. The AB course marked his first time studying at the Seafarers Harry Lundeberg School of Seamanship, and he was not disappointed. "I would recommend to anybody who enters this industry, you need to come here," said Glover, who works aboard the tug *Voyager II*. "I had heard good things about the school, and it was even better than I expected."

"One of the things I really like is they teach you what you need to know now, but they also teach you things that will help you later in your career. This school has a lot to offer."

One of Glover's classmates, George Davis, earned his tankerman's endorsement earlier this year after completing another specially designed course at the Paul Hall Center. "To be honest, I was a little hesitant about coming here the first time. But after I saw how things are done here, I really looked forward to coming back," said the 48-year-old Davis.

An SIU member for the past 10 years, Davis sails aboard the tug *Roanoke*. He described the training available at the Lundeberg School as "interesting and very thorough. It's one thing to read rules on your own, but in these classes you get so much more detail. The practical training is great, too."

Joining Davis and Glover in completing the course were Rodney Bennett, Lonnie Merrell, Michael Morrissey and Jeffrey Swain.

Maritrans operates 35 tugs and 45 barges, as well as several oil terminals, on the Eastern Seaboard and in the Gulf of Mexico.

Shifting and Docking Vessels Create Busy Schedule for SIU-Crewed Tugs

Seafarers who sail aboard Moran Towing tugboats on the Delaware River put in many hard hours towing, shifting and docking vessels safely into the port of Philadelphia.

The SIU-crewed tugs are responsible for general harbor work and use their 1800 to 3700 horsepower engines to bring tankers, container-ships, general cargo and fruit vessels in and out of their individual piers.

Due to the many various cargoes coming into port, the tugs

work 20 or so piers assisting the vessels. "It makes for quite a busy day," said Jim Malone, an SIU representative from the port of Philadelphia, who also supplied the pictures accompanying this article.

Although most of the SIU-crewed Moran tugs are assigned to and stay in the Delaware River, some are called upon to assist vessels to the Chesapeake and Delaware Canal where the ships can sail to the Chesapeake harbor

without traveling around the Maryland, Delaware and Virginia peninsula. The tugs occasionally do shifting work in the Baltimore harbor as well.

The union represents the mates and deckhands who sail aboard the five tugs out of the port of Philadelphia. They are the tugboats *Carolyn*, *Reedy Point*, *Cape May*, *Hawkins Point* and *Grace Moran*. The machinists who work in the Moran shop on shore are also SIU members.



After assisting a containership to its pier, Deckhand Louis Reeves ties up the *Reedy Point*.



Preparing the *Grace Moran* for a day on the Delaware River is Deckhand Joe Chupka.



SIU Machinist Bill Burow is responsible for performing repairs aboard the *Moran* tugs.

Expressly for Express Marine



Seafarers from Express Marine who completed a special shiphandling course at the Lundeberg School on August 27 are (from left) Gil Pruitt, Jake Karaczynski (instructor), Mack Keech and James Pruitt. Express Marine, based in Pennsauken, N.J., operates five tugs and barges that move coal up and down the East Coast.

Navy's Grocery Store Home After 8 Years in Pacific

Members of the SIU's Government Services Division returned the *USNS Spica* to its home port of Oakland, Calif. for the supply ship's first trip to the continental United States in eight years. The docking was marked with a ceremony involving Military Sealift Command officials, union representatives and the families of crewmembers.

The *Spica*, which among its many details provided stores to U.S. Navy vessels during Operation Desert Shield/Desert Storm, was recognized in a pierside ceremony for its efforts in the Western Pacific, Indian Ocean and Persian Gulf as well as along the East African coast. Taking part in the welcoming celebration were Roy "Buck" Mercer, SIU vice president for government services, and Vince Coss, a union representative. The Government Services Division represents unlicensed crewmembers aboard the *Spica* and the other vessels in the Military Sealift Command-Pacific Fleet (MSCPAC).

Joined Fleet in 1981

The supply ship became part of MSCPAC in 1981. The vessel was designed to be a floating grocery store that resupplies other ships while they are at sea. Since joining the fleet, the *Spica* has

earned a reputation of "doing a good job and being on time for all assignments," according to Captain Leroy Gill Jr., the ship's original master.

The ship and its crew received praise from the chairman of the House Armed Services Committee. Captain L.M. Pivonka, MSCPAC commander, read a letter from U.S. Representative Ron Dellums (D-Calif.), whose district includes the Oakland Naval Supply Station: "It's my pleasure to say 'Well done' to the captain and crew of the *USNS Spica*."

"Its legacy in the Pacific Fleet has led to the Navy's decision to turn additional military supply ships over to the Military Sealift Command," Dellums added. "*USNS Spica* has proven you can have an effective defense at less cost to the government."

Thanked for Support

Captain Dan O'Brien, who serves as the *Spica*'s master, paid tribute to all who had been involved in the *Spica*'s successful deployment. "The ship has always had an outstanding crew, it's always received great support from MSCPAC headquarters and the families of the crew leaves behind have always given the ship their utmost support."

"It's nice to return to Oakland



Meeting with some of the family members and MSCPAC employees who greeted the *Spica* on its return to Oakland, Calif. are (center left) SIU Representative Vince Coss and (center right) SIU Vice President Government Services Roy "Buck" Mercer.

and see in person many of the people who have given *Spica* their total support the past several years," O'Brien noted.

The vessel remained in Oakland for less than a week before sailing to a commercial San Diego shipyard where it is undergoing an overhaul. The supply ship is expected to return to active duty early in 1994.

William Handelsman Dies at 75, Former MSTU Organizing Official

William D. Handelsman, a former official with the forerunner of the SIU's Government Services Division, passed away August 27. He was 75 years old.



William D. Handelsman

Brother Handelsman joined the Marine Cooks and Stewards (MCS) in 1937 and sailed through World War II as a member of the steward department. He eventually became director of organizing for the Military Sea Transport Union (MSTU) of the Seafarers International Union of North America (SIUNA), now known as the Government Services Division. He retired in 1967.

In 1962, Handelsman began an organizing effort by the MSTU to represent the unlicensed personnel for the Military Sea Transport Service of the Pacific, now known as the Military Sealift Command-Pacific Fleet (MSCPAC).

The efforts to organize were a direct result of the signing of a 1962 executive order by President John F. Kennedy. The law set forth a managerial-labor relations program between the civilian crews on the non-combatant military ships and the Navy officers on board. The intent of the order was for Navy management to cooperate with labor unions who were trying to organize the civilian crewmem-

bers by not hindering the free flow of information.

The drive paid off in 1964 when an agreement—the first involving the MSTU in the Pacific—was reached. It covered two Honolulu-based missile ships, the *Longview* and *Sunnyvale*, as well as four large passenger ships.

The pact also enabled the

union to bargain for the men who are civil service employees on most issues other than wages.

"In his organizing efforts, Handelsman left no stone unturned. He was truly a legend in his own time," SIU Vice President Government Services Roy "Buck" Mercer told a reporter from the *Seafarers LOG*.

U.S. Combat Supply Ship Mars Begins New Life

When the *USNS Mars* sailed into Guam in September, the supply ship carried not only a new name but also a new look.

The ship had sailed out of the Western Pacific last year as the *USS Mars*. It carried a military crew of 440 sailors. In February, the vessel was turned over to the Military Sealift Command-Pacific Fleet (MSCPAC) and it underwent a four-month overhaul in a commercial San Diego shipyard.

When the ship was ready to sail again, it carried a much smaller crew—137 civil service mariners whose unlicensed members are represented by the SIU's Government Services Division



The *USNS Mars* prepares to sail on its first voyage as a civilian-crewed supply vessel.

and 37 Navy personnel.

Yet, only the name and crew size changed. Its mission remained the same: provide



Capt. L.M. Pivonka, commander of MSCPAC, addresses the crew of the *USNS Mars*—including members of the SIU's Government Services Division—before the vessel sailed for Guam.

operating forces at sea with refrigerated stores, dry provisions, technical spare parts, general stores, fleet freight and mail. When the *Mars* set sail with MSCPAC, it carried a supply load of 43,000 separate line items.

The *Mars* is the first of several Navy combat stores ships that will be turned over to MSCPAC during the next few years. A study conducted by the Center for Naval Analysis in 1990 compared Navy costs against civilian manning costs of selected auxiliary ships and showed potential savings of \$10 million annually when MSCPAC operated vessels like the *Mars*. Soon to be part of the MSCPAC fleet will be the *USS San Jose* and *USS Niagara Falls*.

The *USNS Mars* is scheduled to be deployed in the Western

Pacific for the next two years. It will operate out of Guam.

The Military Sea Transport Service—the predecessor of the Military Sealift Command (MSC)—began operating in 1949 as the single ocean transportation manager for the Defense Department.

In the early 1970s, the Navy started turning over older Navy-crewed fleet oilers to MSC. Presently, the command operates new and old fleet oilers, supply ships, fleet tugs, cable and missile-tracking vessels, hospital ships, dry cargo vessels and an ammunition ship. Approximately 120 vessels compose the MSC fleet of which 25 are in the Pacific Fleet and crewed by the SIU's Government Services Division members. MSC ships are assigned around the world.



Delegates representing 42 trade unions and 28 port councils from the U.S. and Canada fill the meeting hall for the 20th Biennial Maritime Trades Department Convention.

MTD Launches Grassroots Effort to Keep U.S. Fleet

Keep the American flag flying on the high seas was a theme of the biennial convention of the AFL-CIO Maritime Trades Department (MTD), held last month in San Francisco.

Delegates to the two-day meeting took home with them information on a grassroots effort to pass U.S.-flag merchant marine revitalization legislation offered in the U.S. House of Representatives. The packages con-

tained a briefing on the bills before Congress, ideas for writing letters to the White House and Capitol Hill and a fact sheet on both maritime industry review commissions, one recommended by Vice President Al Gore's National Performance Review (NPR) and the other being considered in legislation offered by Senator Ernest Hollings (D-S.C.) and Representative William Lipinski (D-Ill.).

Coming from 42 trade unions and 28 port councils that make up the MTD, the delegates listened to speeches from elected officials as well as representatives of the maritime industry and organized labor calling on the Clinton administration and Congress to work with the U.S.-flag fleet.

Fronts for Foreigners

After pointing out that Mexico has hired 70 different American public relations, attorney and consulting firms to advance the North American Free Trade Agreement (NAFTA) through Congress, MTD President Michael Sacco told the convention, "We in maritime know these firms only too well. These firms front for foreign interests, and in our case, foreign shipping interests which are drooling over U.S. maritime trades.

"These are foreign companies that cannot wait to replace U.S. ships with foreign-owned, foreign-operated, foreign-built and foreign-crewed vessels, most of them to be operated under runaway-flag registers," Sacco added.

In May, Representative Gerry Studds (D-Mass.), chairman of the House Merchant Marine and Fisheries Committee, introduced a series of bills designed to revitalize the U.S.-flag merchant fleet. However, two of the nation's largest carriers, Sealand and American President Lines, announced in June their intention to transfer to foreign



San Francisco Mayor Frank Jordan tells delegates to the MTD convention that economies of cities like his depend greatly on the jobs and services that are provided by the U.S.-flag merchant fleet.

registries 20 of their vessels.

Then, an advance copy of Gore's NPR report on maritime was leaked to the media in August. The document, loaded with references and quotes from foreign-flag interests, called for the elimination of cargo preference, the Jones Act and other legislation which affects the U.S.-flag fleet.

Congressional Support

The leaked report led to Hollings' and Lipinski's legislation calling for a commission to look into the need of the U.S.-flag fleet as it pertains to national security. But when the NPR was released in September, its maritime section contained none

of the leaked material and only called for a commission to review the government's policy toward the merchant marine with limited participation from those directly involved in the industry.

Members of Congress addressing the convention stressed their support for the U.S.-flag merchant fleet and their willingness to fight for it.

"For over 200 years, America has been a maritime nation," Representative David Bonior (D-Mich.), the third ranking Democrat in the House, told the convention. "If we abandon that great tradition now to save a few

Continued on page 16

Convention Supports Clinton Health Reform

Delegates to the AFL-CIO Maritime Trades Department (MTD) Biennial Convention were reminded that the 50-year fight for health care reform has just started with the introduction of a legislative package to Congress by the Clinton administration.

"There is no doubt that this is one of those rare and wonderful moments when someone carrying our message, the message that we've long championed, often all alone, has suddenly gotten center stage and certainly wowed all the politicians in

Congress," said Gerald Shea, who as head of the AFL-CIO Employee Benefits Department is spearheading organized labor's efforts to pass such legislation.

Shea told the delegates, composed of members and officials from 42 trade unions and 28 port councils, that he had been working regularly with Hillary Rodham Clinton, the First Lady, and her staff as she presented the administration's plans to congressional panels. "Certainly when you look back to the post-World War II period to Harry Truman's days, the vast majority of Americans believed that national health reform was possible," Shea said. "But no one since Harry Truman has had the conviction and the sincerity and the drive to get this done that Bill Clinton does."

Commitment Is Strong

That conviction was reiterated by Jack Otero, a former AFL-CIO vice president who now serves as an undersecretary at the Department of Labor in the Clinton administration. "We believe that we must provide proper health care for all Americans," Otero said.

President Clinton presented the outline of his health care plan

during a joint session of Congress on September 22. In the weeks that followed, the First Lady appeared before various committees in both the House of Representatives and the Senate. On October 27, the White House offered the actual legislation for the program to Congress.

As outlined before Congress, the plan would provide insurance for all Americans, require all employers to provide health insurance for their employees, establish and enforce through federal or state government cost limits on private sector health insurance premiums as well as doctor and hospital fee limits, prohibit health insurance firms from refusing to insure an applicant because of the individual's health condition and simplify paperwork.

"The package that the president has put forward is really a comprehensive one," Shea told the convention. "This is not a bare bones package, it's not a basic package, it's not a minimum package, it's not a safety net kind of arrangement; this is a comprehensive package of benefits."

Strong Opposition

The delegates were reminded that despite the fact polls show a majority of Americans favor adoption of a national health care policy, opposition to it will be strong in Congress.

Tom Donahue, AFL-CIO secretary-treasurer, pointed out that groups claiming to represent small business already are stating their interests will be hurt by the Clinton package. But, he said, those who say they stand for small business really do not.

Continued on page 16



Gerald Shea



Jack Otero

MTD Spotlights NAFTA's Many Flaws, Congressmen Note Dangers of Pact



As MTD Vice President Willie Zenga listens, MTD President Michael Sacco urges delegates to defeat the North American Free Trade Agreement.

If enacted, the North American Free Trade Agreement (NAFTA) would destroy U.S. jobs and wages, erode the American standard of living and lead to further exploitation of Mexican workers.

Those were some of the points about NAFTA voiced last month by officials representing the 42 unions of the Maritime Trades Department (MTD), as well as by several congressmen who spoke at the MTD's biennial convention in San Francisco.

Delegates to the convention passed a resolution calling on the Clinton administration to abandon NAFTA, a so-called free trade deal originally negotiated by the Bush administration.

Congress is scheduled to cast its first vote on NAFTA on November 17.

The SIU and the entire labor movement vigorously oppose NAFTA because its enactment would mean job losses for hundreds of thousands of U.S. citizens. NAFTA also would open the door for abuse of workers' rights and severe damage to the environment.

Organized labor is not alone. Reports on television and in newspapers indicate that opposition to the trade deal is growing as citizens become increasingly aware of NAFTA's details. This is in spite of the fact that pro-NAFTA forces have

Continued on page 16



Robert Baynes, Plumbers Asst. to President



Richard Walsh, AFL-CIO COPE Director



Byron Kelley, SIU Vice Pres.



Frank Hanley, IUOE President



Vincent Bollen, Sec.-Treas., and Alfred Whitehead, President, Fire Fighters



Phil Immesote, UFCW Division Director



Douglas Dority, UFCW Vice Pres.



Gordon Baxter, Puget Sound MTD Pres.



Edward Barnes, Electrical Workers



Tony Gentile, So. Fla. MTD



Unionists Take Action 1993 MTD Convention

Representing 42 trade unions and 28 port councils, delegates to the 1993 Maritime Trades Department biennial convention gathered in San Francisco last month to take action on issues affecting union workers and their families.

Delegates during the two-day meeting called for the defeat of the North American Free Trade Agreement, revitalization of the U.S.-flag merchant fleet, passage by Congress of legislation to reform health care and to end permanent replacement of striking workers, support for striking coal miners and much more.

Speakers at the event included

Robert B. McMillen, president of Totem Ocean Trailer Express; U.S. Representatives David Bonior (D-Mich.), Neil Abercrombie (D-Hawaii), Elizabeth Furse (D-Ore.) and Tom Lantos (D-Calif.); Labor Undersecretary Jack Otero and representatives from the AFL-CIO, including Secretary-Treasurer Tom Donahue, Legislative Director Robert McGlotten, Employee Benefits Director Gerald Shea and Political Director Richard Walsh.

Pictured on these two pages are some of the delegates, speakers and observers who took part in the MTD convention proceedings.



Louie Bravo, Laborers Vice President



Jerome Joseph, AMO Exec. Vice Pres.



Jim Norwood, Laborers Sec.-Treas., and Sigurd Lucassen, Carpenters President



Ed Panarello, New York MTD Sec.-Treas.



Jack Caffey, SIU Vice Pres., and Ed Cleary, N.Y. AFL-CIO Pres.



John Kelly, President, and Mike Goodwin, Vice Pres., OPEIU



George Becker, Steelworkers Vice Pres.



Larry Dempsey, Sec.-Treas., Canadian Merch. Serv.



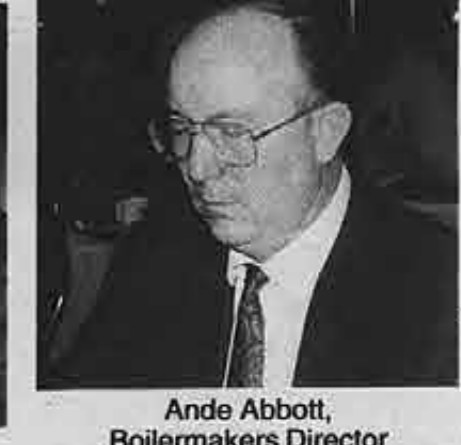
Douglas Couttee, UFCW Intl. Vice Pres.



Steve Edney, UIW Natl. Director, and Dennis Lundy, So. Calif. MTD President



Vera Catalli, Distillery Workers Sec.-Treas., and Guy DeVito, GCIU Sec.-Treas.



Ande Abbott, Boilermakers Director



Fran Poltier, Paperworkers Vice President



Martin Byrne, Ironworkers Assistant to President



George McCartney, SIU Vice Pres., and H. 'Whitey' Disley, MFU President



Gunnar Lundberg, SUP President, and Roy 'Buck' Mercer, SIU Vice Pres.



Timothy Brown, President; James Hopkins, Sec.-Treas. and Paul Nielsen West Coast V.P., MM&P



Ruben Wheatly, Vice Pres.; Benny Holland, Gen. Vice Pres. and John Baker, Vice Pres., ILA



Gordon Ward, District 1-PCD MEBA Pres.



Dominic Martell, Plasterers President



Michel Desjardins, SIU of Canada Sec.-Treas.



William Lucy, AFSCME Sec.-Treas.



Frank Pecquex, MTD Exec. Sec.-Treas.



Ed Mooney, SIU Asst. Sec.-Treas. (Ret.)



Frank Martino, ICWU President



John O'Gara, Gen. Vice Pres., and Herbert Schiffman, Intl. Vice Pres., HERE



Joseph Cordery, Intl. Vice Pres., Glass Molders



Gilbert Shepherd, Organizing Dir., and Jimmy Rankin, Intl. Vice Pres., Glass Molders



James Hatfield, President, and Frank Carter, Sec.-Treas., Glass Molders



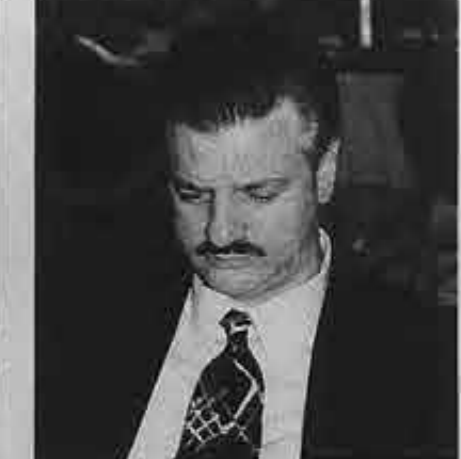
Willie Baker, UFCW Political Director



Charles Marcante, New Jersey AFL-CIO Pres.



Robert McKay, AMO Sec.-Treas.



Robert Scardelletti, TCU President



Richard Cordtz, SEIU Sec.-Treas.



John Bowers, ILA President



Ed House, IAM Vice Pres.



George Kourpias, IAM President



Angus 'Red' Campbell, SIU Vice Pres. (Ret.) and Angelo Russo, ICWU (Ret.)



Joseph Sacco, SIU Exec. Vice Pres.



Tom Gleason, Counsel, and Richard Hughes, Gen. Vice Pres., ILA



Earl Simpson and Maury Sjoquist, Pres., Canadian Merchant Serv. Guild



Tom Kelly, Vice Pres., and Michael McKay, President, AMO



Bonnie Riley and Frances Brown, MTD Administrative Staff



Dean Corgoy, SIU Vice President

MTD Calls for All-Out Effort to Back Fleet

Continued from page 13

dollars in the short term, we're going to hurt this nation for decades to come. We can't afford that.

"We've got to keep our merchant marine strong," Bonior added. "This is a national security issue."

Representative Elizabeth Furse (D-Ore.) said, "I am astonished at the people in this country who think that international trade can grow or national defense can be strong without the means to transport goods or military supplies on our own ships. I insist that [fellow members of Congress] understand that our first line of defense is our maritime industry."

Rep. Furse

Sealift and Security

The chairman of the House International Security Subcommittee, Representative Tom Lantos (D-Calif.), asked, "Can you forget about our sealift capability at a time when from Bosnia to Somalia to Cambodia there is turbulence today in more than two dozen places on this planet?"

"There is no great nation that doesn't have an industrial base, and there is no great nation that doesn't have its own capacity to



Rep. Lantos

carry its own goods and its own people in peacetime and in war," Lantos stated.



Rep. Abercrombie

As a member of both the House Merchant Marine and Fisheries Committee and the House

Armed Services Committee, Representative Neil Abercrombie (D-Hawaii) noted, "What we want to do is redefine national security to mean that the economic security of the people of the United States is the primary foundation for our national security. And in order to do that, we must have a vibrant merchant marine."

Questions Sincerity

Joining the call that America needs a strong U.S.-flag merchant marine and the laws to keep it so was Robert B. McMillen, president and chief executive officer of Totem Ocean Trailer Express.



Robert McMillen

He noted the Jones Act, a 1920 law which specifies that only U.S.-built, U.S.-crewed and U.S.-registered vessels can carry cargo between two domestic ports, "is similar to cabotage laws which exist in virtually every maritime nation in the world," McMillen advised the delegates.

"No other maritime country in the world has comparable offshore or inland water trades. When I am told other countries

will open up their domestic trades if we do, I am not at all surprised," he continued. "Of course they will. U.S. operators would gain the right to sail from Antwerp to Ghent in Belgium or Barcelona to Algeciras in Spain.

"For that, we would sacrifice jobs in the Hawaii, Alaska, Puerto Rico and Great Lakes trade? The answer is no!"



Rep. Bonior

Urge Administration's Help

In calling on the Clinton administration and Congress to develop a U.S.-flag merchant fleet revitalization program, the MTD delegates urged through a resolution that such a package include a program that would enhance vessel operating capabilities essential for the maintenance of the American-flag vessels in international commerce.

The delegates sought the administration to keep maritime out of NAFTA and the international trade talks taking place for the General Agreement on Tariffs and Trade, adopt a national cargo policy to efficiently move both government and commercial freight, fully enforce existing cargo preference laws and issue an executive order proclaiming the White House's support as an essential ingredient in maritime policy and clarify the Gambling Ship Act to give potential operators of U.S.-flag cruise vessels the assurances needed to invest in U.S.-flag corporations.

Delegates also pledged

through resolutions to defeat NAFTA as it stands before Congress, work with the administration to pass a national health care policy and support striker replacement legislation that would do away with companies' hiring scabs while the regular workers conduct a legal strike.



Labor Support Given For Health Reform

Continued from page 13

"The National Federation of Independent Businessmen is very busy on this one and they will continue to be," Donahue noted.



Tom Donahue

"They continue to bleed about small business and how they're going to be hurt by this, as they claim they're hurt by every other piece of governmental legislation that's designed to make things a little better for people."

He continued that factories and shops with hundreds of employees cannot claim to be small businesses. "If we're talking about the hairdresser, if we're talking about the dry cleaner, that's a small businessman," Donahue stated.

Defines Small Business

"If we're talking about somebody with 300 employees, that's not a small businessman. That's a big business. Two hundred, a hundred, those are big businesses with huge payrolls. So, we ought to strip that away, and in the course of the health care debate I think we can get a benefit of trying to make people understand a little more about what is small business."

Continuing with the theme that others want trade unionists through their contracts to continue paying high health care rates to cover the costs of those without was Robert McGlotten, AFL-CIO legislative director.

"There are a number of people who are still looking for us to pay the freight for everybody else who doesn't

have health care," McGlotten stated. "And I'm saying that's something that we shouldn't do, and that's something that we cannot do, and certainly you can make sure that we will not do it by giving your support (to the health care policy)."

Congressional Advocates

Delegates also heard words of support for the program from members of Congress.

"I will be in the trenches with the president and with Hillary (Clinton) as we deal with the phony arguments and the shabby excuses of the people who have only squeezed this system of health care delivery in seeing to it that every single American—man, woman and child—as a matter of birth right will have quality, decent medical care," Representative Tom Lantos (D-Calif.) told the convention.

Follow Hawaii's Example

Representative Neil Abercrombie (D-Hawaii) said opposition to a national health care policy can be overcome by following Hawaii's example. He said trade unionists led the way in supporting legislation that gave the Aloha State employer-mandated health care coverage in 1974.

"We've had it for 20 years," the congressman announced. "And we've had it because we had a labor organization that understood the welfare of our own people is what is at stake here."



Bob McGlotten

Congressmen Warn of NAFTA Dangers

Continued from page 13

poured tens of millions of dollars into public-relations and advertising campaigns in favor of the pact.

"NAFTA supporters are conveniently ignoring the simple truths because they know that if the public knows all the facts, the agreement will crash," House Majority Whip David Bonior (D-Mich.) told the MTD delegates. "Mexico has lax environmental laws, no health and safety laws, a corrupt judicial system, a minimum wage of 58 cents an hour... just beckoning American companies to move south of the border."

Bonior and others pointed out that Mexico has spared no expense in hiring lobbyists to sell NAFTA in the U.S. "They tell us NAFTA would help Mexican workers buy our products. Ask yourself, how are they supposed to buy American cars when a week's wages barely will allow them to buy a set of spark plugs," said Bonior. "NAFTA is nothing more than a job-stealing, work-exploiting, community-destroying agreement, and we are going to defeat it!"

Misleading Trade Surplus

Rep. Neil Abercrombie (D-Hawaii) warned that enactment of NAFTA would bring immediate harm to the U.S. cities near Mexico's border. "Los Angeles, Long Beach and San Diego will be a wasteland," he said.

Abercrombie also explained that America's current trade surplus with Mexico is misleading. He argued that when pro-NAFTA forces point to that surplus as a reason to follow through with the trade pact, "What they are talking about are components for maquiladoras that will be shipped back to us," rather than consumer goods for Mexican people.

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

Side Agreements Fail

During last year's presidential election, Clinton vowed not to support NAFTA until it included side agreements protecting workers' rights and the environment.

His administration negotiated such agreements, which were presented recently by U.S. Trade Representative Mickey Kantor.

But the side deals "don't improve the agreement a bit," stated AFL-CIO Secretary-Treasurer Thomas Donahue at the MTD convention. "It's not good for us, and it's not good for Mexicans."

"We're being told that if only we have more American investment in Mexico, it will raise their living standards. Well, it hasn't done a thing to raise their living

standards yet," Donahue continued. "History tells us that [U.S. business] has gone down and exploited Mexican workers, defiled the environment and done it all to the advantage of the American corporation."

MTD President Michael Sacco described NAFTA as "a get-rich-quick scheme for those at the top. NAFTA hands over America's industrial and manufacturing jobs to Mexico. It drives down the American standard of living for the majority of people who live and work in the United States."

Dangers of Runaways Exposed



MTD delegates passed a resolution pointing out that the absence of a strong U.S. fleet would result in increased marine traffic in U.S. waters of runaway-flag ships. Here, they watch a video on the lack of safety procedures aboard runaway-flag vessels worldwide.

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1993

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	29	29	8	22	18	3	14	57	57	18
Philadelphia	4	6	1	1	2	0	2	5	12	8
Baltimore	3	17	3	5	11	1	2	5	20	3
Norfolk	11	18	2	12	13	1	0	20	35	5
Mobile	18	15	1	10	20	3	5	22	25	3
New Orleans	22	29	8	21	19	3	2	39	43	16
Jacksonville	21	29	6	23	11	3	5	46	51	9
San Francisco	32	22	5	17	12	0	8	59	49	10
Wilmington	20	21	5	11	17	0	7	34	34	15
Seattle	23	27	8	13	21	0	7	45	36	9
Puerto Rico	6	5	0	6	3	0	4	11	9	6
Honolulu	8	14	3	5	8	2	2	11	26	14
Houston	27	41	7	25	30	2	6	35	51	15
St. Louis	0	3	0	0	1	0	0	0	6	0
Piney Point	1	7	1	1	7	0	2	0	11	1
Algonac	1	0	0	0	0	0	0	1	0	0
Totals	226	283	58	172	193	18	66	390	465	132
ENGINE DEPARTMENT										
New York	26	25	5	14	9	1	3	46	43	5
Philadelphia	1	4	1	1	3	0	0	3	7	4
Baltimore	9	10	3	4	7	1	2	12	16	2
Norfolk	4	13	5	4	12	5	3	9	16	8
Mobile	8	11	1	11	7	0	3	14	17	2
New Orleans	12	15	8	6	17	3	0	28	22	12
Jacksonville	16	24	2	11	13	2	3	26	44	4
San Francisco	20	16	4	10	4	1	3	28	39	5
Wilmington	15	18	4	9	6	0	3	15	28	11
Seattle	16	17	1	12	10	1	5	24	23	2
Puerto Rico	5	1	4	5	3	1	3	8	1	3
Honolulu	5	11	3	1	8	2	4	8	21	11
Houston	21	13	1	17	12	1	5	24	28	3
St. Louis	0	0	1	1	0	1	0	0	0	0
Piney Point	1	10	0	0	0	0	0	2	17	2
Algonac	0	2	0	0	0	0	0	1	4	0
Totals	159	190	43	106	111	19	37	248	326	74
STEWARD DEPARTMENT										
New York	12	12	0	13	4	0	11	22	29	0
Philadelphia	0	1	1	1	1	0	0	3	3	4
Baltimore	3	5	0	2	2	0	1	4	6	0
Norfolk	6	9	1	5	4	2	3	12	18	0
Mobile	3	4	1	6	2	2	1	10	12	3
New Orleans	7	8	1	8	3	0	2	15	16	2
Jacksonville	10	6	2	4	0	1	2	18	16	2
San Francisco	38	16	2	25	9	0	11	72	21	2
Wilmington	13	7	0	13	2	0	5	19	7	1
Seattle	19	6	3	10	3	0	4	41	13	3
Puerto Rico	5	1	0	1	0	0	0	6	2	0
Honolulu	15	18	16	8	18	10	36	22	34	27
Houston	16	9	1	16	5	0	3	19	13	1
St. Louis	1	1	0	0	0	0	0	1	1	0
Piney Point	4	5	0	2	1	0	0	4	13	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	152	108	28	114	54	15	79	268	204	46
ENTRY DEPARTMENT										
New York	12	41	11	9	25	1	0	21	89	37
Philadelphia	2	3	3	1	2	0	0	2	5	7
Baltimore	2	6	0	0	3	0	0	3	8	0
Norfolk	4	18	6	2	14	4	0	8	38	13
Mobile	2	10	0	1	14	0	0	3	30	0
New Orleans	9	18	6	4	10	6	0	16	40	17
Jacksonville	5	18	5	4	5	1	0	3	37	11
San Francisco	10	26	5	8	6	0	0	22	51	24
Wilmington	3	18	4	4	11	0	0	11	32	12
Seattle	9	27	3	7	11	0	0	12	36	8
Puerto Rico	3	5	0	2	2	0	0	10	15	10
Honolulu	7	55	95	6	41	67	0	10	86	164
Houston	3	19	5	3	6	1	0	3	26	7
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	2	33	1	1	17	1	0	1	41	2
Algonac	0	2	0	0	1	0	0	0	1	0
Totals	73	300	144	52	169	81	0	125	536	312
Totals All Departments	610	881	273	444	527	133	182	1,031	1,531	564

December 1993 & January 1994 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point
Monday: December 6; Tuesday, January 4

New York
Tuesday: December 7, January 4

Philadelphia
Wednesday: December 8, January 5

Baltimore
Thursday: December 9, January 6

Norfolk
Thursday: December 9, January 6

Jacksonville
Thursday: December 9, January 6

Algonac
Friday: December 10, January 7

Houston
Monday: December 13, January 10

New Orleans
Tuesday: December 14, January 11

Mobile
Wednesday: December 15, January 12

San Francisco
Thursday: December 16, January 13

Wilmington
Monday: December 20; Tuesday, January 18*

** changed by Martin Luther King Birthday holiday*

Seattle
Friday: December 24, January 21

San Juan
Thursday: December 9, January 6

St. Louis
Friday: December 17, January 14

Honolulu
Friday: December 17, January 14

Duluth
Wednesday: December 15, January 12

Jersey City
Wednesday: December 22, January 19

New Bedford
Tuesday: December 21, January 18

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

Personals

FORMER SHIPMATES OF VAN E. WARFIELD

Following a number of heart attacks, Van E. Warfield, who sailed as bosun from 1946 to 1957, is pretty much home-bound. He misses his sailing days and would like to hear from some of his old seafaring buddies. Van E. Warfield can be reached at 4902 Anntana Avenue, Baltimore, MD 21206.

Notices

UPCOMING REUNION PLANNED FOR CBI VETERANS

Veterans who served in China, Burma and India (CBI) in World War II are invited to a reunion, September 3-8, 1994 in Baltimore, Md. This 47th annual reunion is being organized by the China-Burma-India Veterans Association, which has more than 7,000 members.

All CBI veterans are asked to send their name, address and phone number to Homer C. Cooper, 145 Pendleton Drive, Athens, GA 30606 to receive information about the reunion. Be sure to include the name of the CBI unit and locations served overseas.

Those unable to attend the Baltimore reunion are asked to contact the association in order to receive information about future national and local programs.

* "Total Registered" means the number of men who actually registered for shipping at the port last month.
** "Registered on the Beach" means the total number of men registered at the port at the end of last month.
A total of 1,286 jobs were shipped on SIU-contracted deep sea vessels. Of the 1,286 jobs shipped, 444 jobs or about 34 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. From September 16 to October 15, 1993, a total of 182 trip relief jobs were shipped. Since the trip relief program began on April 1, 1982, a total of 19,676 jobs have been shipped.

**Seafarers International
Union Directory**

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

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

ALGONAC
520 St. Clair River Dr.
Algonac, MI 48001
(313) 794-4988

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

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

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

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

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

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

MOBILE
1640 Dauphin Island Pkwy.
Mobile, AL 36605
(205) 478-0916

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

SEPTEMBER 16 — OCTOBER 15, 1993

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	26	4	0	33	13	0	15	4
ENGINE DEPARTMENT									
Algonac	0	17	2	0	15	3	0	27	7
STEWARD DEPARTMENT									
Algonac	0	7	2	0	8	1	0	7	1
ENTRY DEPARTMENT									
Algonac	0	22	13	0	0	0	0	19	14
Totals All Departments	0	72	21	0	56	17	0	68	26

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

Dispatchers' Report for Inland Waters

SEPTEMBER 16 — OCTOBER 15, 1993

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	6	0	0	3	0	0	40	2	0
Gulf Coast	10	0	16	1	0	8	15	0	27
Lakes & Inland Waters	23	0	0	12	0	0	34	0	0
West Coast	2	0	21	100	0	58	4	1	70
Totals	41	0	37	116	0	66	93	3	97
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	1	0	0	2	1	0
Gulf Coast	2	0	1	0	0	0	2	1	2
Lakes & Inland Waters	14	0	0	6	0	0	26	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	17	0	1	9	0	0	30	2	2
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	1	7	0	0	4	1	1	7
Lakes & Inland Waters	4	0	0	2	0	0	7	0	0
West Coast	0	0	2	1	0	4	1	1	5
Totals	5	1	9	3	0	8	11	2	12
Totals All Departments	63	1	47	128	0	74	134	7	111

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

Are You Missing Important Mail?

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

If you have moved recently or feel

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

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

If you are getting more than one copy

of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please complete the form and send it to:
Seafarers International Union
Address Correction Department
5201 Auth Way
Camp Springs, MD 20746

HOME ADDRESS (PLEASE PRINT) November 1993

Name _____

Address _____

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

Phone No. () _____

Active SIU Pensioner Other _____

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

(Signed) _____

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

The ranks of SIU pensioners increased by two Seafarers last month. Brother Enrique Gil ended a 24-year career on the deep seas while Recertified Bosun Angelo Romero retired to shore after sailing the world's waterways for 36 years. Brief biographical sketches of brothers Gil and Romero follow.

DEEP SEA

ENRIQUE GIL, 66, joined the Seafarers in 1969 in the port of New York. Born in the Philippines, he sailed as a bosun.

Brother Enrique upgraded frequently at Piney Point. He retired to Meath, Ireland.



ANGELO ROMERO, 67, joined the SIU in 1957 in the port of New York. A native of

Puerto Rico, he completed the bosun recertification course at the Seafarers Harry Lundeberg School of Seamanship in 1983. Brother Romero resides in Brooklyn, N.Y.

Crew's Pride Evident Aboard Pres. Jackson



Ready to serve another crewmember is Chief Cook Steven Sun



Scrambling eggs for breakfast is Chief Steward Mohamed Sani.



Part of the crew that brought the *President Jackson* out of the shipyard in 1988 is Assistant Cook George Whiting, who said he likes to return to the vessel whenever he can.

When Assistant Cook **George Whiting** first climbed the gangway as part of the original crew to sail the *President Jackson* from the shipyard in 1988, he knew the ship would be special, but he did not realize how special.

"The first ship I was on had six people to a room, six lockers for our gear, two sinks and a common bathroom for all of us to share," recalled the galley gang member who began sailing with the Marine Cooks and Stewards 25 years ago. "This ship was something else."

The *President Jackson*, the newest U.S.-flag vessel in the American President Lines (APL) fleet, features separate quarters for all crewmembers, a gymnasium with a variety of workout equipment, a swimming pool and a large library of videotapes and books. A tour of the vessel reveals the *President Jackson* is spotless from the engine room to the galley to the bridge.

"Everyone takes pride in her, from the captain on down," Whiting told a reporter for the *Seafarers LOG*. "I try to catch a job on her whenever possible."

Seafarers crew the containership's steward department while unlicensed members of the Sailors' Union of the Pacific man the deck department, and the Marine Firemen's Union provides engine department personnel.

The *President Jackson* sails every 35 days from the port of Oakland, Calif. to Yokohama and Kobe, Japan; Kaohsiung, Taiwan; and Hong Kong before returning to San Pedro, Calif. and Oakland.



SA Paul Russell handles the dishwashing chores on the *LNG Virgo*.



Catching lunch before returning to his deck chores is AB Harry Massa.



AB Juan Rosario prepares to dig into a delicious meal.



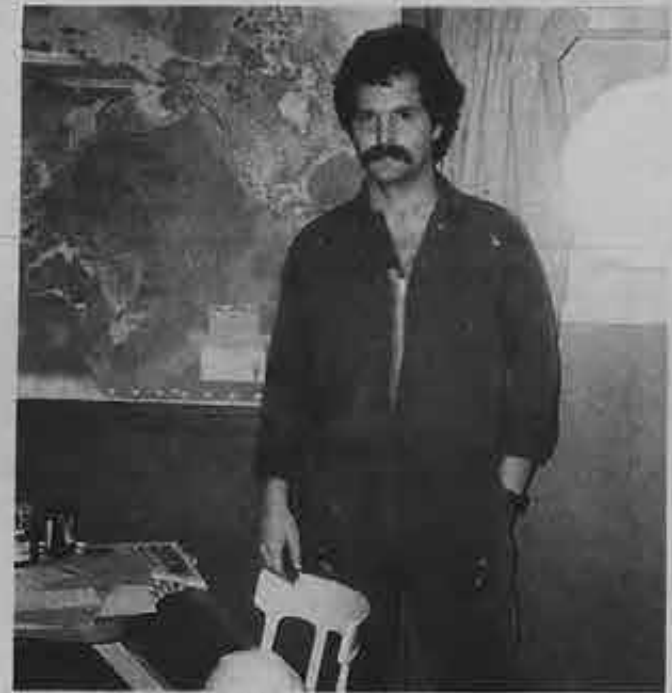
SA Bill Smalley relaxes in the crew lounge between meals.



Bosun Jack Rhodes (right) has nothing but praise for CS Zein Ackman and his crew.



Soup and sandwich makes a tasty and filling lunch for AB Mike Presser.



QMED Randy McKinzie checks out the menu board while in the galley.



Prepared to slice a roast for dinner is Chief Cook Henry Daniels.

Galley Gang Provides 'Touch of Home' On Board *LNG Virgo*

When sailing halfway around the world, anything that can be done to make Seafarers feel at home is appreciated. That is the goal of the steward department on board the *LNG Virgo*.

Led by Steward/Baker **Zein Ackman**, the galley gang tries to make every meal special for fellow crewmembers. "They do a great job on here," Bosun **Jack Rhodes** told SIU Representative **Sal Aquia**, who provided the *Seafarers LOG* with the photographs from the ship. "Through their cooking, they provide a touch of home while we are aboard ship."

Ackman praised his fellow steward department members—

Chief Cook **Henry Daniels** and Steward Assistants **Vern Andrews**, **Paul Russell** and **William Smalley**—for all their hard work. "We do our best to take care of the crew and answer their requests however we can," noted the steward.

Among the special touches provided by the galley gang are holiday cookouts, birthday cakes and fresh seafood whenever possible. "The food on board was fantastic," noted Aquia.

The *LNG Virgo* carries liquefied natural gas from refineries in Indonesia to ports in Japan. The vessel is operated by Energy Transportation Corporation.

Crew Agrees: Altair Has Camaraderie, Teamwork

Bosun Larry Ambrous says the best part about being aboard the *USNS Altair* is working with an outstanding crew. "Honestly, you couldn't hand-pick a better ROS (Reduced Operational Status) crew than the one we have here," Ambrous recently told a reporter from the *Seafarers LOG*. "They are all excellent people and good workers, and they always want to do a good job."

Ambrous is a native of Norfolk, Va., where the *Altair* has been in port for the past several months. The bosun, who joined the SIU in 1967, notes that he and several other Seafarers from the Norfolk area have enjoyed working so close to home this year aboard the 50,000-ton fast sealift vessel.

However, earlier this year the *Altair* ventured quite far from the Virginia port. Manned by a full crew, the vessel provided logistical support during Operation Restore Hope in Mogadishu, Somalia.

While Ambrous has been a member of the SIU for many years, Wiper Ricky Langley is more of a newcomer, having joined three years ago. But it did not take long for the union to make a good impression on Langley, who signed on the *Altair* last April. "I feel I have received

total support from the union, and I plan to be a member for a long time," said the 33-year-old former boiler technician, who also is from Norfolk.

Langley agrees with Ambrous about morale aboard the *Altair*, which is operated by Bay Tankers. "We're like a family on this ship. Everyone gets along, and the food is fantastic!"

The camaraderie extends between both the officers and the unlicensed personnel, says AB Gary Kypke. "The whole time I've worked on this ship, everyone has worked together well."

Chief Electrician Pete Stein echoed those sentiments when he said, "I think we have terrific people here, people who are hard-working and easy to work with. And I have to commend (Chief Cook) Keith Mayer and (Steward/Baker) Emilio Cordova, who really put out great food."

Another of the Norfolk area residents, Deck Engineer Michael Phillips, has served aboard the ship for several months. "I like the crew, I like my work and I enjoy being so close to home," he stated.

Mayer also voiced satisfaction with life aboard the *Altair*, but added that he plans to upgrade soon at the SIU's Paul Hall Center for Maritime Training and Education in Piney Point, Md. "I upgraded to chief cook last year, and I'm getting ready to go back."

The *Altair* was built 20 years ago. Taken over by the U.S. Navy in 1981, the vessel was converted



Wiper Ricky Langley says he is planning to upgrade his skills.



Bosun Larry Ambrous has been a Seafarer since 1967.



Chief Electrician Pete Stein, Bosun Larry Ambrous, Patrolman David "Scrap Iron" Jones and Deck Engineer Michael Phillips meet in the galley of the *USNS Altair*.



There's plenty to do on deck for AB Gary Kypke.



Signing a patrolman's report is Chief Electrician Pete Stein.

from a high-speed containership into a naval vessel. The conversion included changing the stowage for 35-foot containers to multi-deck vehicle stowage with access ramps amidship on both sides.

The vessel also features twin 50-ton cranes on the aft deck and a 35-ton crane forward. There also are two helicopter flight decks.



The *USNS Altair*, a fast sealift ship, is based in Norfolk, Va.



Chief Cook Keith Mayer prepares lunch for the crew.



Painting on on the deck of the *USNS Altair* is AB Philip Perry.

Seafarer Boats Sweep Contest of New Bedford Fleet Blessing



The SIU-crewed *Cowboy* won first place in the "Best-Dressed Vessel Contest," part of the three-day festival in New Bedford.

SIU-crewed fishing boats won first, second and third places in the annual "Best-Dressed Vessel Contest," which is one of the events at the annual seafood festival at the New Bedford, Mass. State Pier.

Winning the first prize of \$500 was the *FV Cowboy*, owned and captained by Firminio V. Pereira; second place (and \$250) went to the *Praia Da Torreira*, whose captain and owner is Manuel Marquinhos; while the *Luso American I*, captained and owned by Jose Fanguero, garnered \$175 for third-place honors. Each crew also was awarded a plaque.

Celebrates Industry

The contest is a kind of waterborne parade for which crews spruce up their boats and creatively decorate them.

In all, hundreds of Seafarers and their families from the New Bedford area took part in the three-day festival, which was highlighted by the 24th annual Blessing of the Fleet.

SIU Port Agent Henri Francois said the August festival featured beautiful weather and a good turnout. It was broadcast live by a local radio station as it is considered a celebration of the fishing industry and its importance to New Bedford.

The family-oriented event featured eight local bands and other entertainers, children's rides,

fireworks, demonstrations by two Coast Guard cutters, vendors selling memorabilia, speeches from local dignitaries, and of course plenty of fresh seafood, as well as other cuisine. (The fish and scallops served at the festival were offloaded each morning.)

The best-dressed vessel contest was followed by blessings from three local clergymen.



Also participating in the Blessing of the Fleet was the SIU-crewed *Portugal*, one of more than a dozen SIU boats at the event.

Digest of Ships Meetings

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

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

GREEN ISLAND (Waterman Steamship), July 10—Chairman S. Reed, Secretary J. Reid, Educational Director J. Laratta. Chairman posted notice from headquarters regarding contract extension. No beefs or disputed OT reported. Crewmembers asked contracts department to look into additional group term life insurance coverage. Crew noted problems with slop chest inventory, company draws and replacement of mattresses. Discussion held on newspaper reports concerning increase of pirate activity in waters near Singapore.

SEA-LAND INTEGRITY (Sea-Land Service), July 25—Chairman Jose Ross, Secretary Pedro Laboy, Educational Director Dennis Baker, Engine Delegate W.B. McCants. Secretary asked contracts department to look into pension improvements and benefit increases for members.

SEA-LAND LIBERATOR (Sea-Land Service), July 25—Chairman Charles Herrera, Secretary G. Thomas, Educational Director E.L. Ford. Secretary reported good trip. Educational director recommended members pay attention to upgrading schedules at Lundeberg School and current union business. Deck delegate announced beefs will be discussed with boarding patrolman. Steward delegate reported good trip without beefs or disputed OT. No beefs or disputed OT reported by engine delegate. Next port: Oakland, Calif.

SEA-LAND MARINER (Sea-Land Service), July 17—Secretary Mark Scardino, Educational Director Gene Speckman, Deck Delegate Arnold Lopez. Secretary reported on SIU President Michael Sacco's visit to Seattle to discuss contract extension and negotiations. Educational director urged members to donate to SPAD and upgrade at Paul Hall Center. Treasurer stated \$120 in ship's movie fund and announced movies are purchased every tour. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Electrician asked crewmembers not to leave exit doors open. Crew asked contracts department for additional information regarding contract negotiations. Next port: Rotterdam.

ULTRAMAX (Sealift Inc.), July 18—Chairman R. Van Brunt, Secretary Joseph Birke, Deck Delegate James Rollman, Engine Delegate Eddie Major, Steward Delegate Malcolm Holmes. Chairman announced information concerning next tour not yet available. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to look into shipping rules for working in cargo holds. Crew requested new chairs and VCR for crew lounge and thanked galley gang for job well done. Next port: New Orleans.

FRANCES HAMMER (OCCI), August 29—Chairman J. Konetes, Secretary J. Price, Educational Director T. Jacobsen. Chairman announced new refrigerators received for crewmembers' rooms. He reported transportation time to ship now being paid by company. He said the next port is Jeddah, Saudi Arabia. Secretary requested all garbage be separated in properly marked cans. Pumpman reminded crewmembers to keep benzene tests and passports up to date. Treasurer reported \$47 in ship's fund. No beefs or disputed OT reported. Crew noted Seafarers LOGs received. Crew thanked galley gang for

job well done. Crew reported TV and radio antenna need repair.

LIBERTY SUN (Liberty Maritime), August 29—Chairman Jerry Borucki, Secretary F. Washington Sr., Educational Director Gerald Cooper, Deck Delegate Kenneth Moore. Chairman reminded members to upgrade at Piney Point and clean rooms and refrigerators before signing off. No beefs or disputed OT reported. Seafarers LOGs received on board ship. Crew reported deck in mess hall and serving area needs repair, and steward department reported refrigerator in mess hall needs repair. Chairman reminded crewmembers to walk cautiously on decks during slippery conditions. Bosun gave vote of thanks to entire crew for job well done.

LNG AQUARIUS (ETC), August 22—Chairman Carlos Pineda, Secretary F. Robertson, Educational Director W. Fey, Deck Delegate Bobby Branham, Engine Delegate Wesley Wise, Steward Delegate Marty Buck. Chairman explained functions of new VCR to crewmembers and reminded them to use carefully. He announced Executive Vice President Joseph Sacco and SIU Representative Sal Aquia will meet ship in Japan to discuss and answer questions concerning new contract. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Captain attended union meeting upon request of bosun to discuss ETC issues with crewmembers. Chairman reminded crew to keep noise down. Crew gave vote of thanks to galley gang for job well done and baking of fresh pastries.

LNG AQUARIUS (ETC), August 31—Chairman Carlos Pineda, Secretary F. Robertson, Educational Director W. Fey, Deck Delegate Bobby Branham, Engine Delegate Wesley Wise, Steward Delegate Marty Buck. Chairman reported smooth sailing this tour with crew looking forward to Executive Vice President Joseph Sacco's visit. No beefs or disputed OT reported. Chairman reminded crewmembers to keep noise down in crew lounge and not to smoke in crew mess hall during meal hours.

LNG LEO (ETC), August 27—Chairman Robert Schwarz, Secretary Henry Jones Jr., Educational Director Mark Glinka, Engine Delegate I.E. Salomons, Steward Delegate Amy Ripple. Chairman announced Executive Vice President Joseph Sacco and SIU Representative Sal Aquia will board vessel in Himeji, Japan on August 29. He reported new three-year contract will be explained at that time and asked crewmembers to write questions down that they would like answered. Secretary read minutes of last meeting. Educational director stressed importance of upgrading at Paul Hall Center. He reminded members of necessity of upgrading skills. Treasurer stated \$1,000 in ship's fund and \$40 in SIU communications fund. No beefs or disputed OT reported. Chairman advised crewmembers to keep recreation room clean and respect shipmates by keeping noise down on deck. Crew gave vote of thanks to steward department for cookouts and delicious food.

LNG LIBRA (ETC), August 8—Chairman Monte Pereira, Secretary Dana Cunningham, Educational Director John Wong, Deck Delegate J. Bellinger, Engine Delegate Thomas Neuwiller, Steward

Delegate Larry Conklin. Chairman announced possible visit from SIU official to discuss new contract. Secretary said all members awaiting news concerning contract and encouraged eligible crewmembers to upgrade at Piney Point. No beefs or disputed OT reported. Seafarers LOGs distributed. Chairman and crew discussed excellent meals being prepared by steward department and gave galley gang special note of thanks. Crew asked additional items be stored in slop chest for extra long trips. Next port: Nagoya, Japan.

OOCL INNOVATION (Sea-Land Service), August 15—Chairman John Bertolino, Secretary Edward Collins, Educational Director Harry Messick, Deck Delegate Douglas Hodges, Engine Delegate Peter Hausmann, Steward Delegate Felix Camacho. Chairman announced payoff in Elizabeth, N.J. He reported crew waiting for more news concerning new contract. Secretary advised members to upgrade skills at Lundeberg School. Treasurer announced \$70 in ship's fund. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done. Next port: Boston.

OMI DYNACHEM (OMI), August 15—Chairman Larry Kunc, Secretary Steven Wagner, Educational Director Derrick Burns, Deck Delegate Juan Castillo, Engine Delegate Adrian Davis, Steward Delegate P.R. Mena. Chairman discussed new policy regarding facial hair and reminded crewmembers beards are not allowed. Chairman announced payoff at first port in California. He reported crewmembers waiting for contract news. Treasurer reported \$150 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into increased dental benefits. Chairman announced tour will include two docks in Los Angeles, three in San Francisco and two in Washington. Crew gave vote of thanks to steward department and reported smooth sailing in all departments. Next port: Los Angeles.

OMI MISSOURI (Vulcan Carriers), August 15—Chairman Cesar Gutierrez, Secretary Clyde Kreiss, Deck Delegate Randolph Bollins, Engine Delegate Grant Shuman, Steward Delegate Abdul Aziz. Chairman announced next port in U.S. Gulf. Treasurer reported \$60 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into increased dental and optical benefits.

OMI WILLAMETTE (OMI), August 1—Chairman K.P. Amat, Secretary K.D. Jones, Educational Director J. Badgett. Chairman announced payoff in Beaumont, Texas and reported patrolman will come aboard and update crew on new contract. Secretary urged members to donate to SPAD and upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for job well done and requested new mattresses.

OVERSEAS ALICE (Maritime Overseas), August 14—Chairman James Jawers, Secretary Paul Stubblefield, Educational Director W.J. Betty. Chairman announced two-month contract extension. Secretary reminded crewmembers to have clean linen in rooms for replacements. Educational director urged members to upgrade skills at Piney Point as often as possible. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates.

OVERSEAS JOYCE (Maritime Overseas), August 22—Chairman Richard Bradford, Secretary James Gladney, Educational Director P. Pagan, Steward Delegate James Wadsworth. Chairman encouraged crewmembers to read company contract upon boarding ship. Secretary reminded crew to rewind videotapes before returning to library. Educational director urged members to attend Lundeberg School for upgrading. No beefs or disputed OT reported. Crew reported Seafarers LOGs received. Chairman reminded crewmembers to clean rooms before signing off and

keep tidy at all times. Next port: Jacksonville, Fla.

OVERSEAS NEW ORLEANS (Maritime Overseas), August 31—Chairman M. Zepeda, Secretary M. Flores, Educational Director J. Czonan. Secretary advised new members to upgrade skills at Paul Hall Center. Crew expressed get well wishes to Chief Cook O. Espinoza who signed off in Port Arthur, Texas. Educational director urged members to upgrade at Piney Point to improve skills. No beefs or disputed OT reported. Crew asked contracts department for update on contract negotiations. Crew reported apprecia-

tion for good meals by steward department, and chairman reminded members to keep mess hall and crew lounge clean since vessel is crewmembers' home while at sea.

SEA-LAND EXPEDITION (Sea-Land Service), August 29—Chairman Joseph Mele, Secretary E. Vazquez, Educational Director D. Beeman, Steward Delegate Alonzo Belcher. Chairman reported everything running smoothly. Secretary reported smooth sailing and announced he is going on vacation. Educational director stressed importance of upgrad-

S-L Explorer Crew Stays Up-to-Date



Catching up on all the latest union news during a recent shipboard meeting aboard the Sea-Land Explorer in the port of Long Beach, Calif. are (from left) AB George Fries, Patrolman Robert Scriven, Bosun Jack Edwards, AB G. Miliabo Jr. and AB Anthony Sabatini.

tion for good meals by steward department, and chairman reminded members to keep mess hall and crew lounge clean since vessel is crewmembers' home while at sea.

OVERSEAS PHILADELPHIA (Maritime Overseas), August 1—Chairman T. J. Olvany, Secretary G.C. Bamman, Educational Director R.P. Curty, Deck Delegate Robert Pachew, Engine Delegate C. Allen, Steward Delegate A. Aggazzali. Chairman suggested new contract should read "he or she" when designating SIU members. He announced payoff date. Educational director urged members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Chairman noted two-month contract extension. Crew asked contracts department to look into increase in pension and medical benefits. Crew reported ice machine not working. Next port: Baytown, Texas.

RALEIGH BAY (Sea-Land Service), August 22—Chairman David Murray, Secretary Edward Porter, Steward Delegate Johnny Bolton. No beefs or disputed OT reported. Crew requested new tape rewriter for crew lounge and gave vote of thanks to steward department for job well done.

SAM HOUSTON (Waterman Steamship), August 8—Chairman Bobby Riddick, Secretary C. Rooks. Crew asked contracts department for update on contract negotiations. Crew requested new washing machine. No beefs or disputed OT reported. Next port: New Orleans.

SEA-LAND CRUSADER (Sea-Land Service), August 25—Chairman A. Hernandez, Secretary N. Andrews, Educational Director Benno Oswald, Steward Delegate Benjamin Corpus. No beefs or disputed OT reported. Crew requested company provide more stores for voyages. Next port: San Juan.

SEA-LAND DISCOVERY (Sea-Land Service), August 15—Chairman A. Trioglou, Secretary J. Colls, Educational Director Sam Negron, Deck Delegate E. Ortega, Engine Delegate J. Guaris, Steward Delegate A. Colon. Chairman announced payoff and reported water cooler machine broken. Secretary asked cooperation from crew to keep decks clean. Treasurer said ship's

ing at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done.

SEA-LAND INDEPENDENCE (Sea-Land Service), August 22—Chairman Lee Selico, Secretary P. Schulz. Secretary encouraged members to upgrade at Paul Hall Center. Educational director reported various new movies aboard ship. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for job well done.

SEA-LAND PATRIOT (Sea-Land Service), August 14—Chairman R. Garcia, Secretary J. Russell, Educational Director J. Hagner, Deck Delegate Mark Lance, Engine Delegate Leonardo Papa. Chairman asked crewmembers to write their congressional representatives to express concern regarding Sea-Land's and APL's efforts to sail under foreign flag. Educational director announced Piney Point classes posted on crew deck and advised crewmembers to take advantage of Lundeberg School to further knowledge and increase job security. No beefs or disputed OT reported. Chairman said vessel had received mail concerning contract extension and Sea-Land filing for foreign flag posted on bulletin board. Chairman noted crew has kept ship very clean and neat and reminded crewmembers to leave room keys in room if signing off. Next port: Oakland, Calif.

SEA-LAND QUALITY (Sea-Land Service), August 1—Chairman Carmine Bova, Secretary T. Smith, Educational Director H.C. Chancey, Deck Delegate W. Dillon, Engine Delegate Ed Trester, Steward Delegate Elsa Marler. Chairman announced payoff in Charleston, S.C. Secretary reported minutes to last meeting posted on bulletin board. Educational director urged members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Chairman reminded crew to keep recreation room clean and take trash to level three. Crew requested two new lounge chairs and rug for crew lounge. Chairman reported recreation room to be sprayed when ship docks in Houston.

SEA-LAND RELIANCE (Sea-Land Service), August 23—Chairman R.

Continued on page 22

Ships Digest

Continued from page 21

McGonagle, Secretary Julio Roman, Deck Delegate E. Udan, Engine Delegate Leon Fountain, Steward Delegate Lito Acosta. Chairman reminded crewmembers to use safety on deck and separate plastics in next port. He discussed importance of SPAD for job security and encouraged members to upgrade at Paul Hall Center. Educational director urged members to upgrade skills at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew gave special vote of thanks to Recertified Steward Roman and Chief Cook Acosta for good dinner on Paul Hall's birthday. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), August 29—Chairman **Howard Gibbs, Secretary L. Lelonek, Educational Director Brian Connell, Deck Delegate Romeo Lugtu, Engine Delegate Ramon Lirag, Steward Delegate Joe Tucker.** Educational director advised all members to upgrade at Lundeberg School. Treasurer reported \$410 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department for updated contract news. Next port: Oakland, Calif.

SEA-LAND TACOMA (Sea-Land Service), August 18—Chairman **Joseph Artis, Secretary Ralph Alexander, Educational Director R. Clock, Deck Delegate Don Rico, Engine Delegate Welton Weaver, Steward Delegate William Wales.** Chairman announced van service while in port. No beefs or disputed OT reported. Crew discussed keeping slop chest going. Chairman requested crewmembers separate plastic from trash and keep ashtrays empty in crew lounge area. Crew gave vote of thanks to steward department for good food and keeping ship clean. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), August 11—Chairman **M.J. Willis, Secretary J.L. Johnson, Educational Director M. Sabin, Deck Delegate George Vukmir, Engine Delegate R. Swanson.** Chairman reported everything running smoothly. Educational director urged members to attend Lundeberg School upgrading courses. Treasurer reported \$355 in movie fund. No beefs or disputed OT reported. Crew gave galley gang round of applause for fine service. Crew reported socializing with crewmembers from *Sealift Arctic* while at Seaman's Club

in Guam. Steward department reported shortage of stores during voyage.

SEALIFT ATLANTIC (IMC), August 22—Chairman **Carlos Loureiro, Secretary J. Savoie, Deck Delegate Doug Lawton, Engine Delegate A. Jones, Steward Delegate Neville Monteith.** Chairman encouraged crew to continue to keep lounge and crew mess areas clean. Crew sent condolences to OS **Harvey Ramos** and his family for the passing of his father, SIU member **Daniel Garcia**, who was sailing aboard the *Liberty Spirit*. Secretary reported captain notified company of stores needed on vessel. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for excellent job. Next port: Norfolk, Va.

SEALIFT MEDITERRANEAN (IMC), August 8—Chairman **Richard Houghton, Secretary B. Mesger, Educational Director H. McAllister, Engine Delegate Robert Maurer, Steward Delegate Michael Pooler.** Educational director reminded members to upgrade skills at Piney Point. Deck delegate reported clothing allowance not being paid by company. No beefs or disputed OT reported. Crew reported chairs and tiles in crew mess need repair. Chairman announced video library locked after 5 p.m. Crew requested first aid kits.

ULTRASEA (Sealift Inc.), August 20—Chairman **A. Noble, Engine Delegate Raymond Cuccia, Steward Delegate Joseph Patrick.** Chairman announced payoff and thanked crew for job well done. Galley gang given vote of appreciation for great barbecue. No beefs or disputed OT reported. Chairman reported crew dryer to be repaired in New Orleans.

GUAYAMA (Puerto Rico Marine), September 14—Chairman **G. Kidd, Secretary R. Evans, Educational Director Scott Speedy.** Crew reported *Seafarers LOGs* received in San Juan with information concerning new contract. No beefs or disputed OT reported. Chairman reminded crew doors should be locked in all ports. Crew gave vote of thanks to steward department for fine job and keeping crew well fed.

ITB GROTON (Sheridan Transportation), September 1—Chairman **Neil Matthey, Secretary Marvin Deloatch, Educational Director A. Alexakis, Deck Delegate Brian Fountain, Steward Delegate Michael Hammock.** Chairman announced payoff and thanked crewmembers for nice voyage. He also

urged members to read *Seafarers LOG* to keep updated on union news and to donate to SPAD. Secretary extended vote of thanks to crewmembers for keeping mess room clean. Educational director advised members to upgrade skills at Lundeberg School. No beefs or disputed OT reported. Crew gave vote of thanks to Steward Deloatch and Chief Cook Hammock for always serving delicious freshly baked pastries and cookies. Next port: Stapleton, N.Y.

LNG LIBRA (ETC), September 5—Chairman **Monte Pereira, Secretary Dana Cunningham, Educational Director John Wong, Engine Delegate Thomas Neuwiler, Steward Delegate Laurence Conklin.** Chairman reported magazines now being delivered on time, and captain agreed to open slop chest twice during long trips south. He announced Executive Vice President Joseph Sacco will board vessel in Himeji, Japan to discuss new contract. Secretary asked members signing off to leave rooms neat and ready for replacements. Educational director reminded members to take time to upgrade at Paul Hall Center while ashore. No beefs or disputed OT reported. Crew reported crew lounge furniture needs to be replaced. Crew discussed purchase of new books. Crew gave vote of thanks to galley gang for good work.

NUEVO SAN JUAN (Puerto Rico Marine), September 6—Chairman **W.J. Card, Secretary R. Fagan, Educational Director Charles Gallagher, Deck Delegate J. Passapera, Engine Delegate J. Williams Jr., Steward Delegate Gary Lackey.** Chairman reported all operations running smoothly. No beefs or disputed OT reported. Crew reported good trip with vote of thanks to Chief Cook Lackey for good meals.

OMI CHARGER (OMI), September 6—Chairman **E.R. Beverly, Secretary Neville Johnson, Educational Director Milton Israel.** Chairman announced ship headed for dry dock in Mobile, Ala. with payoff upon arrival. He reported ship will be in shipyard for 20 to 30 days. Secretary reminded crewmembers to strip bunk, empty all trash cans and leave room clean for next occupant. Educational director encouraged members to upgrade skills at Piney Point. No beefs or disputed OT reported.

ROVER (Vulcan Carriers), September 5—Chairman **James Blanchard, Secretary E. Harris, Educational Director T.L. Thompson, Deck Delegate Spencer Lyle, Engine Delegate Sergio Pasilong, Steward Delegate Ronald Jones.** Chairman announced ship scheduled for layup in Port Arthur, Texas. He thanked crewmembers for job well done. Secretary encouraged members to take advantage of Lundeberg School. Educational director urged members to think safety first. No beefs or disputed OT reported. Crewmembers asked contracts department to look into quick medical claim payments and increased vessel manning. Crew requested they be allowed to stay on ship while in shipyard. They gave vote of thanks to galley gang for job well done, and chairman thanked entire crew for being good shipmates and getting along well. Crew requested new chairs and couch for crew lounge. Crew also requested new chairs for crew mess.

SEA-LAND ACHIEVER (Sea-Land Service), September 5—Chairman **Paul Lewis, Secretary Felipe Orlando.** Chairman reported on his call to headquarters concerning new contract. He was informed that new pact includes no reduction in crew and an increase in wages. Treasurer reported \$60 in movie fund. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Next port: Norfolk, Va.

SEA-LAND ANCHORAGE (Sea-Land Service), September 16—Chairman **Garry Walker, Secretary J. Wright, Educational Director Marvin Wells, Deck Delegate Jusuf Djuned, Engine Delegate Moses Shaibi, Steward Delegate William Bryley.** Chairman announced payoff upon arrival in port. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done and asked contracts department for clarification on sections of new agreement. Next port: Tacoma, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), September 5—Chairman **Jose Rodriguez, Secretary H. Scypes, Educational Director Ronald Smith, Deck Delegate Pedro Torres, Engine Delegate Abby Aragon, Steward Delegate J.R. Salazar.** Chairman reported crew waiting for details on new contract from SIU headquarters. No beefs or disputed OT reported. Crew thanked galley gang for Labor Day meal.

SEA-LAND DISCOVERY (Sea-Land Service), September 12—Chairman **N. Sala, Secretary Jose Colls, Educational Director A. Negron, Deck Delegate Edwin Ortega, Engine Delegate J. Guaris, Steward Delegate A. Colon.** Chairman announced patrolman boarding vessel at next port for payoff and contract results. Secretary reported 10 Cuban refugees rescued off coast of Florida were taken by crew to San Juan where immigration officers took them into custody. He reported they were well fed by Chief Steward Colls, Chief Cook **Dimas Rodriguez** and GSU Colon. Crewmembers reported they also supplied refugees with dry clothing. No beefs or disputed OT reported. Chairman announced ship beginning 21-day round trips starting this voyage upon leaving Elizabeth, N.J. Crew gave vote of thanks to galley gang for good job. Chief Steward Colls supplied *Seafarers LOG* with photos of Cuban rescue.

SEA-LAND EXPLORER (Sea-Land Service), September 12—Chairman **Jack Kingsley, Secretary W. Burdette, Educational Director C. Dunn, Deck Delegate G. Fries, Engine Delegate D.M. Parker, Steward Delegate J. James.** Chairman announced he received word of new three-year contract. He reported new agreement includes three percent raise the first year then four percent the second and third years on base pay. He reported contract is yet to be ratified. No beefs or disputed OT reported. Crew reported *Seafarers LOGs* received. Next port: Long Beach, Calif.

SEA-LAND FREEDOM (Sea-Land Service), September 6—Chairman **Evan Bradley, Secretary J. Chaney, Education Delegate A. Horn, Engine Delegate Chris Compton, Steward Delegate Kenneth Lee.** Chairman reported crew received July issues of *Seafarers LOG* in Hong Kong and August issue in Egypt. He discussed newspaper article concerning Sea-Land's application to re-flag vessels. Education director advised crewmembers to use safety belt when stripping gangway on departures. Treasurer reported \$100 in movie fund. No beefs or disputed OT reported. Engine delegate said a barbecue grill will be built on vessel.

SEA-LAND HAWAII (Sea-Land Service), September 11—Chairman **R. Santos, Secretary J.S. Smith, Educational Director J.L. Rogers, Engine Delegate Paul Whalen.** Chairman urged members to upgrade skills at Paul Hall Center. Beefs reported by deck, engine and steward delegates. No disputed OT reported. Crew asked for improvements in night lunch and cold drinks in port. Crew also requested fresh milk in Japan.

SEA-LAND PACIFIC (Sea-Land Service), September 5—Chairman **Lothar Reck, Secretary G.M. Bronson, Educational Director Juanito**

Dansalan, Deck Delegate Julius Udan, Engine Delegate David Bland, Steward Delegate Johnnie McCree. Chairman announced additional contract extension to September 14 and encouraged members to

One Big Texan



During a union meeting on the *Overseas New Orleans*, OS Dana "Willy" May discusses the need for larger survival suits with Recertified Bosun Sonny Pinkham. Brother May checks in at 6 feet 10 inches, 270 pounds.

donate to SPAD. He reminded crewmembers to keep quarters, crew lounge and laundry room clean. Educational director advised members to upgrade at Lundeberg School. Treasurer reported \$225 in ship's fund and \$120 in movie fund. He also noted five new movies purchased. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegate. Crew reported *Seafarers LOGs* received. Bosun thanked steward department for great cookout. He reminded engineroom members to clean up before coming to mess hall to eat. He gave vote of thanks to entire crew. Crew observed moment of silence in memory of the late SIU president, Paul Hall. Next port: Tacoma, Wash.

SEA-LAND TRADER (Sea-Land Service), September 16—Chairman **M. Willis, Secretary F. Sison, Educational Director M. Sabin.** Chairman reported no more news concerning contract. Treasurer announced \$355 in ship's fund. No beefs or disputed OT reported. Crew requested fan in galley, and chief engineer requested smaller refrigerator for crew lounge. Crew gave vote of thanks to galley gang. Next port: Tacoma, Wash.

SEA-LAND VOYAGER (Sea-Land Service), September 5—Chairman **T. Murphy, Secretary L. Lightfoot, Educational Director B. Landis, Deck Delegate M. Sorenson, Engine Delegate R. Surrick, Steward Delegate A. Hasan.** Chairman announced port agent to meet vessel upon arrival in port on September 12. He noted Captain Savelle commended crew after inspection of entire ship. Educational director thanked deck department for pointing out safety hazards. No beefs or disputed OT reported. Seattle Port Agent Bob Hall to meet vessel upon arrival for vote on new contract. Crew gave vote of thanks to steward department for job well done. Next port: Tacoma, Wash.

SGT. MATEJ KOCAK (Waterman Steamship), September 5—Chairman **Anjelo Urit, Secretary L. Gamble, Educational Director D. Peterson, Deck Delegate Glen Rogers, Engine Delegate John Langley, Steward Delegate Antonio Prizmik.** Chairman announced payoff in Belfast, Maine and departure date for Scotland, Denmark, Spain and St. Thomas. Crew reported looking forward to trip. Educational director urged all members to upgrade at Piney Point. No beefs or disputed OT reported. Steward delegate asked crewmembers to keep crew lounge clean. Crew gave vote of thanks to deck and engine departments for job well done and steward department for good food. Next port: Kirkcaldy, Scotland.

It's Union Time



Crewmembers attend a union meeting on board the *Overseas New Orleans*. They are (from left, front row) AB P. Giorgilli, Pumpman G. Daley, (back row) DEU F. Aguilar, Steward D. Brown and SA M. Guity.

**SUMMARY ANNUAL REPORT
FOR GREAT LAKES TUG AND DREDGE PENSION PLAN**

This is a summary of the annual report of Great Lakes Tug and Dredge Pension Plan, EIN 13-1953878, for the year ended December 31, 1992. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by the Trust.

Plan expenses were \$881,035. These expenses included \$159,680 in administrative expenses and \$721,355 in benefits paid to participants and beneficiaries. A total of 568 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$17,565,141 as of December 31, 1992 compared to \$17,097,845 as of January 1, 1992.

During the plan year, the plan experienced an increase in its net assets of \$467,296. This increase included unrealized appreciation (depreciation) in the value of plan assets; that is, the difference between the current value of assets at the beginning of the year plus the cost of any assets acquired during the year less the current value of assets at the end of the year. The plan had a total income of \$1,348,331, including employer contributions of \$259,041, employee contributions of \$111,379, gain of \$14,447 from the sale of assets, and earnings from investments of \$963,464.

MINIMUM FUNDING STANDARDS

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

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

1. An accountant's report;
2. Assets held for investment;
3. Actuarial information regarding the funding of the plan;
4. Transactions in excess of 5 percent of plan assets; and
5. Service provider and Trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. Nicholas J. Marrone, who is the plan administrator, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or \$.10 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 5201 Auth Way, Camp Springs, MD 20746, and at the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to: Public Disclosure, Room N5507, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUPPLEMENTARY INFORMATION

In accordance with Department of Labor regulations, the net realized gain of \$14,447 as shown above, is computed on the "market-to-market basis"—the difference between the sale price and market value of an asset as of January 1, 1992; or if the asset was both acquired and disposed of within the plan year, it is the difference between the purchase and sale price.

Included in the net appreciation (depreciation) in fair value of investments of (\$76,030) as shown in the financial statements is \$948,386 of net realized gain which is the difference between the sales price and the original cost of the assets.

LOG-A-RHYTHM

**Of Ships and Men
(American)**

by David Glover

*Who says there are no more dinosaurs left?
I'm telling you that is not true.
Not tyrannosaurs or triceratops,
But U.S.-flag ships and their crew.*

*The American Merchant Marine is a trade
Of which you may not have heard.
Since it's vital to our great nation's defense,
This ignorance is quite absurd.*

*The merchant seaman conjures up visions
Of an ignorant ward of the courts;
An unkempt, uncouth and drunken lout
Whose sole interest is bedroom sports!*

*In truth the American sailor today
Is highly trained, competent, smart.
Trade is vital to the economy's health,
Of which shipping plays a large part.*

*A sailor must always be ready to fix
Any problems like breakdowns and more.
He cannot expect to receive any help
Or assistance from people ashore.*

*A professional doing his job, he's aware
Of the danger to life, should he fail.
He does this despite his image at home -
"What a choice — go to sea or to jail."*

*Imagine the state of our deficit if
Our sailors quit going to sea.
Our exports would stop, our country become
No longer the "Land of the Free."*

*Desert Storm could not have succeeded
without
Our courageous Merchant Marine.
For foreign-flag ships and seamen refused
To carry our goods to the scene!*

*Now American sailors are losing their jobs
To flags of convenience unfurled.
And U.S.-flag ships — those brave dinosaurs
Will become extinct 'round the world.*

(David Glover sails as a second mate aboard the SS LNG Virgo, an Energy Transportation Corporation vessel whose crew is composed of members of the SIU and District 1-MEBA.)

Know Your Rights

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

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

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

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

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

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

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

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

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

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin. If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

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

Final Departures

DEEP SEA

NICHOLAS BECK



Pensioner Nicholas Beck, 73, passed away August 28. Born in Germany, he joined the Seafarers in 1949 in the port of New York. He sailed as a bosun. Brother Beck upgraded at the Lundeberg School in Piney Point, Md. in 1981. He served in the U.S. Army from 1942 to 1945. Brother Beck retired in January 1982.

JUAN BERNARD

Juan Bernard, 70, died September 15. A Puerto Rico native, he joined the Marine Cooks and Stewards in 1964 in the port of San Francisco, before that union merged with the Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Bernard's last ship was the SS Maui, a Matson vessel.

FRANK BRAZELL



Pensioner Frank Brazell, 70, passed away September 7. Born in Georgia, he joined the union in 1944 in the port of New York.

Brother Brazell sailed as a QMED. He upgraded at Piney Point in 1976. Brother Brazell served in the U.S. Army from 1940 to 1941. He began receiving his pension in November 1979.

JOSEPH CAISON

Pensioner Joseph Caison, 66, died September 20. A native of Shallott, N.C., he joined the SIU in 1969 in the port of Norfolk, Va. Brother Caison sailed in the steward department. He served in the U.S. Navy from 1942 to 1962. Brother Caison retired in February 1986.

HENZEKIAH DONOVAN



Pensioner Henzekiah Donovan, 86, passed away September 24. A British West Indies native, he joined the Seafarers in

1945 in the port of New York. Brother Donovan sailed as a cook/baker. He began receiving his pension in September 1969.

LUTHER GADSON



Pensioner Luther Gadson, 68, died September 28. Born in Round, S.C., he joined the union in 1947 in the port of Baltimore.

Brother Gadson sailed in the steward department. He served in the U.S. Navy from 1942 to 1945. Brother Gadson retired in February 1981.

ROBERT MCCAULEY



Robert McCauley, 59, passed away August 22. A native of Teaneck, N.J., he joined the SIU in 1963 in the port of Baltimore.

Brother McCauley sailed in the deck department. He served in the U.S. Navy from 1952 to 1955.

REIDAR NIELSEN



Pensioner Reidar Nielsen, 72, died August 27. A Norway native, he joined the Seafarers in 1953 in the port of New York. Brother Nielsen sailed in the engine department. He began receiving his pension in August 1986.

JERI PATTERSON



Jeri Patterson, 63, passed away July 27. She joined the Marine Cooks and Stewards in her native Los Angeles before that union merged

with the AGLIWD.

JOHN PROCTOR

Pensioner John Proctor, 85, died August 10. An Oklahoma native, he joined the Marine Cooks and Stewards in 1950 in the port of San Francisco. Brother Proctor retired in July 1970.

FRANK ROBERTSON



Pensioner Frank Robertson, 88, passed away August 26. Born in Scotland, he joined the Seafarers in 1955 in the

port of New York. Brother Robertson sailed as a cook/baker. He began receiving his pension in October 1975.

ERNESTO RUIZ



Pensioner Ernesto Ruiz, 72, died September 26. A native of Puerto Rico, he joined the SIU in 1955 in the port of Baltimore.

Brother Ruiz sailed in the steward department. He retired in June 1985.

WALKER WILSON



Pensioner Walker Wilson, 67, passed away September 24. Born in Alabama, he joined the union in 1944 in the port of

Norfolk, Va. Brother Wilson sailed in the steward department. He served in the U.S. Army from 1952 to 1954. Brother Wilson began receiving his pension in June 1985.

RICHARD WORLEY



Pensioner Richard Worley, 59, died September 18. A native of Pensacola, Fla., he joined the SIU in Mobile, Ala. in 1958.

Brother Worley sailed as a fireman-watertender and AB. He retired in April 1978.

ELIAS WATSON

Elias Watson, 72, passed away August 16. Born in New York, he joined the Marine Cooks and Stewards in San Francisco before that union merged with the AGLIWD.

INLAND

CHARLES BEDELL



Pensioner Charles Bedell, 68, passed away August 2. He joined the union in 1943 in his native New York. Boatman

Bedell sailed in the steward department. He upgraded at the Lundeberg School in 1978. Boatman Bedell retired in May 1987.

JESSE MCDONALD



Pensioner Jesse McDonald, 88, passed away April 8. Born in Jackson, Ala., he joined the SIU in 1964 in the port of

Port Arthur, Texas. Before retiring, Boatman McDonald sailed as a chief engineer. He retired in 1969.

HENRY GRIGGS

Henry Griggs, 66, died September 20. Born in Tampa, Fla., he joined the Seafarers in 1975 in the port of Norfolk, Va. Boatman Griggs sailed in the steward department. He served in the U.S. Navy from 1945 to 1965.

LOUIS WILLIS JR.



Louis Willis Jr., 35, died September 1. A native of Orange, Texas, he joined the Seafarers in 1989 in the port of Hous-

ton. Brother Willis sailed as a tankerman. He last worked aboard Higman Towing vessels.

ATLANTIC FISHERMAN

SEBASTIANO SERIO

Pensioner Sebastiano Serio, 87, died September 28. A native of Milwaukee, Wis., he joined the SIU in 1961 in the port of

Gloucester, Mass. Brother Serio retired in March 1973.

GREAT LAKES

CHESTER PATTON



Chester Patton, 65, died July 14. A native of Bedford, Ind., he joined the union in 1957 in the port of Detroit. Brother Patton

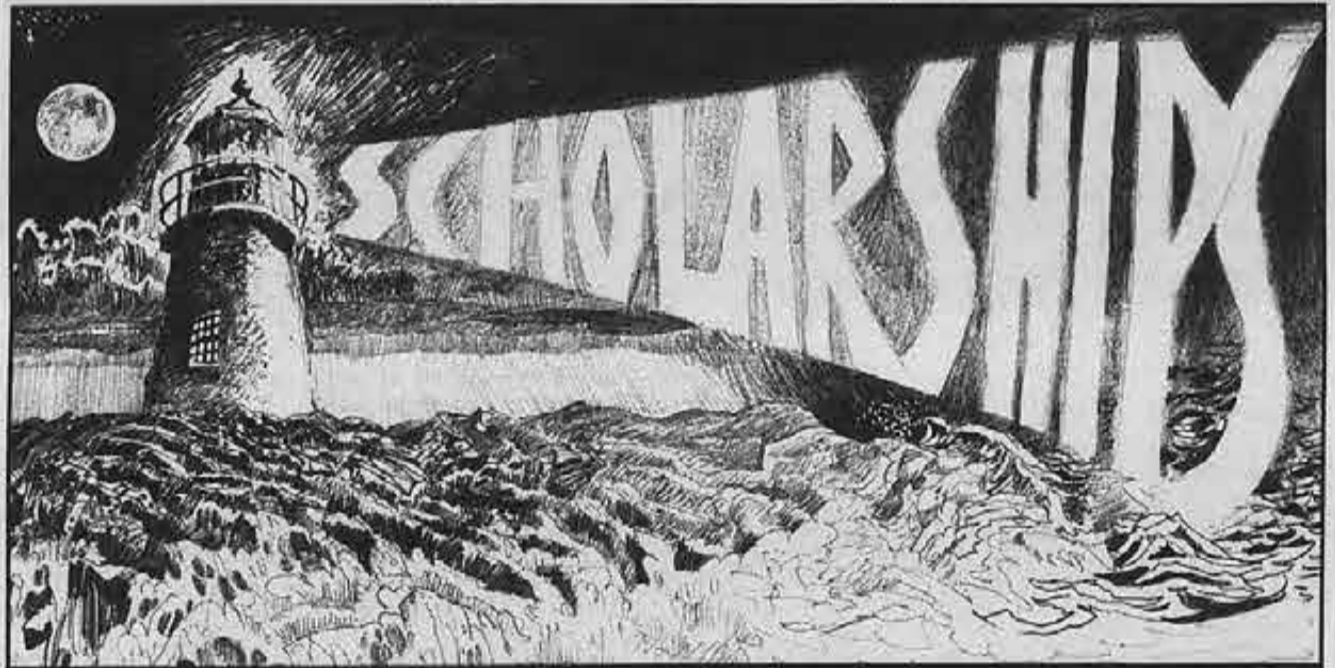
sailed most recently as a conveyorman. He upgraded at Piney Point in 1980. Brother Patton served in the U.S. Navy from 1945 to 1953.

GEORGE PELLMAN



George Pellman, 55, passed away August 28. Born in Milwaukee, Wis., he joined the Seafarers in 1972 in the port of

Chicago. He sailed in the steward department. Brother Pellman served in the U.S. Army from 1950 to 1953.



Seafarers Scholarships: A Beacon of Opportunity

The Seafarers Scholarship Program is accepting applications for the 1994 school year.

Five months may seem like a long time from now. Winter will have come and gone and the new year will be well on its way.

But five months is really not all that much time when it comes to completing a scholarship application for one of seven awards that will be given to three Seafarers and four dependents of SIU members.

Completing the application form, itself, is not very difficult. What will take more time, however, is gathering all the other necessary paperwork. This includes an autobiographical statement, photograph, certified copy of birth certificate, high school transcript and certification of graduation or official copy of high school equivalency scores, college transcripts, letters of reference and SAT or ACT results.

Schools often are very slow in handling transcript requests, so applicants must be sure to submit their requests to those institutions as soon as possible. Applicants also should sign up for the ACT or SAT exam and start thinking about who to ask to write letters of recommendation for them.

Once all the paperwork has been completed and the applica-

tion form is filled out, the *entire package* should be sent to the Seafarers Welfare Plan *on or before April 15, 1993*.

With costs of college education rising each year, the SIU scholarship is one SIU benefit that can help members and their families realize their educational dreams.

Of the seven scholarships that will be awarded in 1994, three are reserved for SIU members (one in the amount of \$15,000 for a four-year scholarship to a 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 awarded 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 for Seafarers and their spouses and unmarried dependents are spelled out in a booklet which contains an application form. To receive a booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan.

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

Name _____

Book Number _____

Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for:

Self

Dependent

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

Case Made for Stronger Inland Regs

Continued from page 2

Turner urged the congressional panel to enact legislation to ensure the safety of inland waterways. The SIU supports a bill, known as H.R. 1915, which would require a Coast Guard-issued merchant mariner document for all men and women sailing aboard inland vessels of more than five gross tons. Similar legislation passed the House last year, but Congress adjourned before the Senate could complete action on the measure.

"For the last two years, the SIU has insisted that a potential for catastrophe exists on the nation's inland waterways. No longer is this prophetic; the *Sunset Limited* has made it all too real," noted Turner.

Closing the Loophole

The SIU presses Congress to pass legislation requiring the Coast Guard to issue merchant marine documents to boatmen, a move that would insure the safety of crewmembers and coastal communities.

There is a loophole in current law that exempts a vast majority of individuals working on inland water vessels from holding Coast Guard-issued merchant mariner documents—no matter what the tonnage of the boat.

Presently, crewmembers sailing on inland towing and harbor towing vessels as well as ocean and harbor tugs of less than 100 gross tons—which is the vast majority of tugs and tows, many having engines with horsepower in the tens of thousands, some pulling more than 50 barges at a time—are not required to hold merchant mariner documents.

Merchant mariner documents encourage safety practices on the part of seamen because if he or she is found in violation of federal law the document can immediately be revoked by the Coast Guard. In addition, the applicant must meet minimum criteria before obtaining a merchant mariner document.

"Unlike seamen in the deep sea sector, crews employed on tugs, tows, barges, and offshore supply vessels on the inland waterways are not required to hold mariner documents as a basis for employment," Turner told the subcommittee.

"If these individuals were indeed required by statute to obtain these documents, the Coast Guard would have the authority to revoke or suspend the documents for cause, thereby precluding unfit mariners from employment in this or any other commercial maritime sector," he noted.

"Without some form of fundamental entry-level document, there is no way the Coast Guard can prevent the reemployment of undocumented workers who cause accidents. It is that simple," Turner added.

In relation to the *Sunset Limited* crash, only two of the four crewmembers aboard the towboat that allegedly caused the derailment of the passenger train, had a merchant mariner document issued by the Coast Guard.

Congress Takes Action

"Although all four crewmembers are charged with navigating responsibilities and must work together as a team, the captain and pilot are the only members of the crew who are required to hold Coast Guard licenses. Neither deckhand was documented, nor are they required to be. As a result, their work habits and personal history are not subject to the same scrutiny by the Coast Guard as those mariners who are required to hold documents or licenses as a basis for employment," the legislative director pointed out to the congressmen.

In his testimony, U.S. Coast Guard Rear Admiral James Card told the subcommittee that, other than the radar and a radio, the *MV Mauvilla* carried no chart, com-

pass or other navigational tools. The Coast Guard official noted that such equipment is not required either by the law or Coast Guard regulations. Towboats are required only to have a VHF radio, a whistle, bell and position light.

"It seems to me that whistles and bells aren't going to do it," said the chairman of the Subcommittee on Coast Guard and Navigation, Billy Tauzin (D-La.). Immediately following the hearing, Tauzin drew up legislation to ensure that all towing vessels are equipped with the proper navigational tools. On October 14, he introduced H.R. 3282, The Towing Vessel Navigational Safety Act of 1993.

The legislation requires that all towing vessels which operate on inland waterways have marine charts, navigational publications, a compass, a radar and a fathometer. The bill will also ensure that licensed towboat operators can demonstrate proficiency using these tools.

Joining Tauzin in support of H.R. 3282, the chairman of the House Merchant Marine and Fisheries Committee, Representative Gerry Studds (D-Mass.), stated that further legislative action must be taken to ensure complete inland waterway safety.

"We must learn from the horror that occurred in Mobile," he said. "It is incomprehensible that anyone operating any vessel of any size would not have a chart on board or be unable to differentiate between the radar images of a barge and a bridge. We must take a good hard look at navigational procedures on our increasingly crowded inland waters and at manning and licensing requirements on inland towboats. We must close all loopholes and fill all the gaps we find."

DOT to Do a Study

As a result of the tragic derailment of the *Sunset Limited*, Secretary of Transportation



SIU National Director of Governmental Relations, Terry Turner urged the Subcommittee on Coast Guard and Navigation to require merchant mariner documentation for all seamen sailing on the inland waterways.

Federico Pena, ordered an intense and complete review of Coast Guard regulation and oversight of the inland marine transportation system to be completed by December.

The Coast Guard will review the adequacy and effectiveness of manning requirements for operators of uninspected towing vessels; the history of incidents involving operators of uninspected towing vessels; and, the adequacy of the requirements for reporting of marine casualties and hazardous conditions involving vessels and the adequacy of the penalties for failure to report such accidents. There are more than 5,000 tugs and towboats in the U.S.-flag fleet and close to 3,300 of those operate on the nation's rivers and lakes, which make up 25,777 miles of navigable rivers.

H.R. 1915, as introduced by Rep. Gerry Studds early this fall as well as H.R. 3282, introduced by Rep. Tauzin have been presented to the subcommittee and await mark-up.

Once approved by the subcommittee it goes on to the full House Merchant Marine and Fisheries Committee, who after deliberation will send the legislation to the House for debate and vote. If passed, it goes to the Senate.

Study Finds Seamen with Documents Not Likely to Be Cause of Accidents

Continued from page 2

Great Lakes and deep sea vessels the most likely cause of an accident was problems related to the vessels. In the graph below, tugs/tows include all such vessels less than 300 gross tons. Lakes ships are those vessels over 10,000 gross tons, self-propelled, which have been involved in an accident on one of the five Great Lakes. Finally, ocean-going vessels are all self-propelled vessels over 14,999 gross tons and which are one of the following types of vessels: Container, Roll-on/Roll-off, LASH, Ore-Bulk-Oil, liquid or dry bulk, or oil, gas or chemical tankers.

The primary distinction between the seamen employed aboard tugs and towboats in the inland sector and those working aboard vessels on the Great Lakes and oceans, is the great majority of crewmembers on marine equipment in the rivers and lakes are not documented by the United States Coast Guard.

Crewmembers aboard deep sea and Great Lakes ships are subject to rigorous alcohol and drug testing procedures. All in-

dividuals on these vessels are documented and thus will have been subjected to a record check of the National Driver Register, which releases information related to any driving offense pertaining to alcohol. The applicant is also subject to a Federal Bureau of Investigation (FBI) check and review of criminal records as well as verification of U.S. citizenship or evidence from INS of lawful entry and permanent residence in the country. In addition, the mariner must take an oath to adhere to all applicable federal laws; provide proof of employment in the industry or evidence of military service; renew document every five years and completion 60-90 days of seetime. To obtain an advanced rating, a seaman must pass a Coast Guard examination indicating proficiency and knowledge.

The Coast Guard's data base indicates that human factors are the primary cause of accidents involving tugs and tows. Conversely, on deep sea ships and Great Lakes vessels, the human factor only accounted for roughly one third of all accidents.

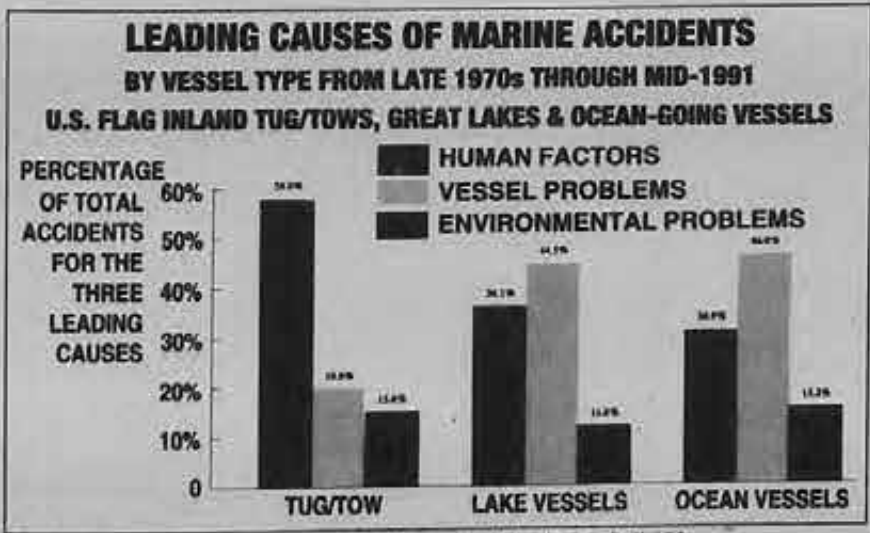
As defined by the Coast

Guard, "human factors" include some of the following categories: bypass of available safety devices, inattention to duty, intoxication—alcohol/drugs, calculated risk, carelessness, error in judgement, lack of knowledge, lack of training, lack of experience, operator error, fatigue, stress, physical impairment, psychological impairment, failure to comply with rules or regulations, inadequate supervision, failure to follow the rules of the road.

The Coast Guard's data reveals that the most likely reason for an accident involving a deep sea ship or Great Lakes vessel is a problem with the vessel itself. As defined by the agency, "vessel problems" are those factors related to the material or equipment of the ship or boat that cause trouble, but which are not related to improper maintenance. Examples are inadequate equipment; inadequate stability; inadequate horsepower; failed materials, such as electrical, mechanical and structural items.

The percentage of accidents caused by forces of nature was similar among all three classifications of vessels. "Environmental Factors" are considered by the Coast Guard to be adverse weather conditions, adverse current or sea conditions, debris, suction bank, ice, submerged objects, unmaintained channels, among others.

The SIU concluded that the evidence proves that seamen with merchant mariner documents have a better safety record and are less susceptible to injury and death than men and women working aboard tugs and tows who do not meet the standards the Coast Guard requires of all mariners.



Investigation Continues Of Amtrak Derailment

Continued from page 2

visibility severely limited, the pilot began looking for a tie-off on the east side of the river. By hugging the east side of the Mobile River, the pilot unintentionally entered the Big Bayou Canot, where barge traffic is prohibited.

On the radar screen, the pilot saw an object extending across the waterway and mistakenly thought the object was a tied-up tug and tow. The *Mauvilla* headed toward the object intending to ask permission to tie-up alongside.

The deckhand who was scheduled to be on watch was in the galley below when the tow struck the bridge causing a section of the railroad bridge to be knocked 41 inches out of alignment. The shift left a bridge girder in the path of the oncoming train and a spokesperson for the National Transportation Safety Board reported that it was this that caused Amtrak's *Sunset Limited* to plunge into the bayou.

The question of how much time elapsed from the slamming

of the bridge to the derailment is still under investigation. Safety board officials have said that the train wreck occurred about eight minutes after the bridge was rammed.

The towboat pilot told the authorities that he thought that he was still in the Mobile River, when in reality he was lost in the fog in the Big Bayou Canot. The reported position was one mile from the actual accident.

U.S. Coast Guard Rear Admiral James Card testified that had the operator known how to use his radar aboard the tugboat *MV Mauvilla*, he would not have mistaken a railroad bridge for a barge and headed for it in the non-navigable waterway.

The committee was also told that, other than the radar and a radio, the towboat carried no chart, compass or other navigational tools. The Coast Guard official noted that such equipment is not required either by the law or Coast Guard regulations. Towboats are required only to have a VHF radio, a whistle, bell and position light.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 515—Graduating from trainee lifeboat class 515 are (from left, kneeling) Ben Cusic (instructor), Ricardo Ribeiro, Marcus Nicholas, Lionell Royer, Eric Airline, Kirk Bryan, (second row) Jayson Agana, Trent Williams, Raymond Negron, Malachy Mulvey, Austin Garginer, Gregory Thomas, (third row) William Keith Crawford, Anthony Crummell, Marvin Johnson, John Douglas Flangan, Anthony McDaniell and David Pedigo Jr.



Upgraders Lifeboat—Upgrading graduates of the September 8 lifeboat class are (from left, kneeling) Kenneth Getter, Jamie Watson, (second row) Omar Muhammad, George Vitello, Saundra Leonard, John Bamard III, Casey Taylor (instructor), (third row) Denis Picciolo, Scott Sweeney, Carl Parker, Carolyn Merrifield, Paul Guzman and Bassirou Niang.



Advanced Firefighting—Upgrading members completing the advanced firefighting course are (from left, kneeling) Sidney Skinner, Daniel Vich, LeRoy Isaacson, Richard Tankersley, Bruce Perry, Stephen Bishop, (standing) Byran Cummings (instructor), Sue Corliss, Jason Myers, Daniel Hughes, Sam Johnson, Douglas Jones, Paula Woodside, Olgierd Becker, Darrell Peterson, John McGonagle, George Taylor Jr., Robert Corbett, John O'Connell, Paul Van Hollebeke, Michael Stravers, (third row) Richard Ziegler and Allen Shaw



Diesel Engine—Receiving certification in diesel engine technology are (from left, kneeling) Keeper Brown, John Nelson, Beckett Young III, (second row) John Wiegman (instructor), Paul Patterson, Michael Martykan, Richard Hollis and Lawrence Rose. Not shown are William Smith and Jorge Bonelli.



Hydraulics—Completing the hydraulics course on August 19 are (from left, kneeling) Robert Gaglioti, John Parkhurst, Sellers Brooks, (second row) Steven Hoskins, John Penrose, Kelly Davis, Larry Philpot and Bill Foley (instructor).



Sealift-Crane Maintenance—Graduating from the September 8 sealift-crane maintenance class are (from left, kneeling) Dale Kirsch Jr., James Duffy, Kevin Young, (second row) Michael Struve, Jack Green, Daniel Brady and Jeff Swanson (instructor).



Upgraders Lifeboat—Ben Cusic (left) instructed Rick Gray and Jason Collins, members of the upgraders lifeboat class that graduated August 23.



Shiphandling—Working their way up the deck department ratings are (from left) Jake Karaczynski (instructor), Allen Shaw, Mary Watson and Gregg Carlson.

UPGRADE AT THE LUNDEBERG SCHOOL



LUNDEBERG SCHOOL 1993 - 1994 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between December 1993 and May 1994 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 job skills of Seafarers and to promote the American maritime industry.
The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Deck Upgrading Courses

Course	Check-In Date	Completion Date
Able Seaman <i>All students must take the Oil Spill Prevention and Containment class.</i>	January 31	March 11
Shiphandling	January 17 March 14	January 28 March 25
Radar Certification	January 10 February 14 March 7	January 14 February 18 March 11
Celestial Navigation	January 3 March 28	February 11 May 6
Third Mate	April 19	August 12

Safety Specialty Courses

Course	Check-In Date	Completion Date
Oil Spill Prevention and Containment	February 14 March 14	February 18 March 18
Lifeboatman	December 6 January 3 January 17 January 31	December 17 January 14 January 28 February 11
Basic/Advanced Fire Fighting	January 25 March 15	February 4 March 25
Inland Basic/Advanced Fire Fighting	January 17	January 22
Sealift Operations & Maintenance	January 3 February 21 March 21	January 28 March 18 April 15
Limited License, Part 1	January 17 April 11	January 28 April 22
Limited License, Part 2	January 31 April 25	February 11 May 6
Limited License, Part 3	February 14 May 9	February 25 May 20

UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Month/Day/Year

Address _____ Telephone _____
(City) (State) (Zip Code) (Area Code)

Deep Sea Member Lakes Member Inland Waters Member Pacific

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

Social Security # _____ Book # _____
 Seniority _____ Department _____
 U.S. Citizen: Yes No Home Port _____
 Endorsement(s) or License(s) now held _____

Are you a graduate of the SHLSS trainee program? Yes No
 If yes, which program: from _____ to _____
 Last grade of school completed _____
 Have you attended any SHLSS upgrading courses? Yes No
 If yes, course(s) taken _____
 Have you taken any SHLSS Sealift Operations courses? Yes No
 If yes, how many weeks have you completed? _____
 Do you hold the U.S. Coast Guard Lifeboatman Endorsement?
 Yes No Firefighting: Yes No CPR: Yes No
 Date available for training _____
 Primary language spoken _____

Recertification Programs

Course	Check-In	Completion Date
Bosun Recertification	March 28	May 2
Steward Recertification	January 31	March 7

Steward Upgrading Courses

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

Engine Upgrading Courses

Course	Check-In	Completion Date
<i>All students must take the Oil Spill Prevention and Containment class.</i>		
QMED-Any Rating	January 3	March 25
Fireman/Watertender and Oiler	January 3 May 9	February 11 June 17
Diesel Engine Technology	February 21	March 18
Refrigeration Maint. & Operations	January 1 March 21	February 11 April 29
Welding	January 3 March 28	January 22 April 22
Pumproom Maint. & Operations	May 2	June 10
Marine Electrical Maintenance	February 28	April 22
Refrig. Containers-Advanced	May 2	June 10
Basic Electronics	January 5	January 31
Marine Electronic Technician I	February 2	February 28
Marine Electronic Technician II	March 1	March 31

1993-94 Adult Education Schedule

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

Course	Check-In	Completion Date
GED Preparation	12 weeks - open-ended admission	
Adult Basic Education (ABE)	6 weeks - open-ended admission	
English as a Second Language (ESL)	6 weeks - open-ended admission	
Developmental Studies	January 10 January 17 March 7 March 14 March 21	January 14 January 21 March 11 March 18 March 25

College Program Schedule for 1994

Course	Check-In	Completion Date
General Education Course (Evening Classes Only)	January 10	March 4

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 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.

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE _____ DATE _____

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

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

Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.
 RETURN COMPLETED APPLICATION TO: Lundeberg Upgrading Center, P.O. Box 75, Piney Point, MD 20674.

SEAFARERS LOG



SUMMARY ANNUAL REPORT

A copy of the Summary Annual Report for the Great Lakes Tug and Dredge Plan is printed on page 23.

Volume 55, Number 11

November 1993

Crewmembers of the *ITB New York* must have experienced *deja vu* during a recent trip from Houston to the U.S. Virgin Islands.

The SIU-contracted vessel executed two rescues in four days, both involving Cuban refugees, AB Robert Seaman reported in a letter to the *Seafarers LOG*.

On September 24, the *New York* picked up four men about 45 miles northeast of Havana. They had been drifting in a 14-foot plastic rowboat, without food and with little drinking water left. The Cubans had no life jackets, and their only navigational tool was a pocket compass.

Bosun Mario Romero and Captain Cyrus Brewster, who both speak Spanish, learned from the refugees that they had started with five men in the boat. "But they only got about two miles out and one of them jumped into the water and started back for shore," wrote Seaman, who also provided the photos accompanying this story.

The crew of the *New York* retrieved the Cubans without incident. Steward Richard Hicks and

Four men adrift in a 14-foot plastic rowboat are picked up by the crew of the *ITB New York*.



Three crewmembers prepare the ladder so that a U.S. border patrol boat can pick up the survivors of the second rescue. From left are Pumpman Richard Natoli, DEU Thomas Correll and Bosun Mario Romero.

Chief Cook Gregory Johnson gave the men food and beverages. Two of the Cubans did not have shirts, so Seaman and Chief Engineer Olivette gave them T-shirts. "Let's just say the food went fast," Seaman said. "After four days, you can imagine how hungry they were."

He added, "The whole crew of the *New York* helped out in one way or another. This was an all-hands operation."

The Coast Guard cutter *Padre* picked up the Cubans a little while later. They were taken to Key West, Fla. where they had preliminary interviews with the Immigration and Naturalization Service (INS). The men then were turned over to a local, volunteer organization called the Transit Center for Cuban Refugees. They will have a full hearing with the INS at a later date.

Here We Go Again

The *New York* had made it to the Mona Passage, off the coast of the Dominican Republic, by the morning of September 27. That is when AB Ronald Paradise sighted a small boat occupied by two Cubans (one male, one female).

Crewmembers of the integrated tug-barge shot a line to the small craft, then pulled the boat alongside the *New York* and secured it.

Again the refugees were brought aboard without complications. They were fed by the steward department, then took showers and borrowed some clean clothing while their garments were washed.

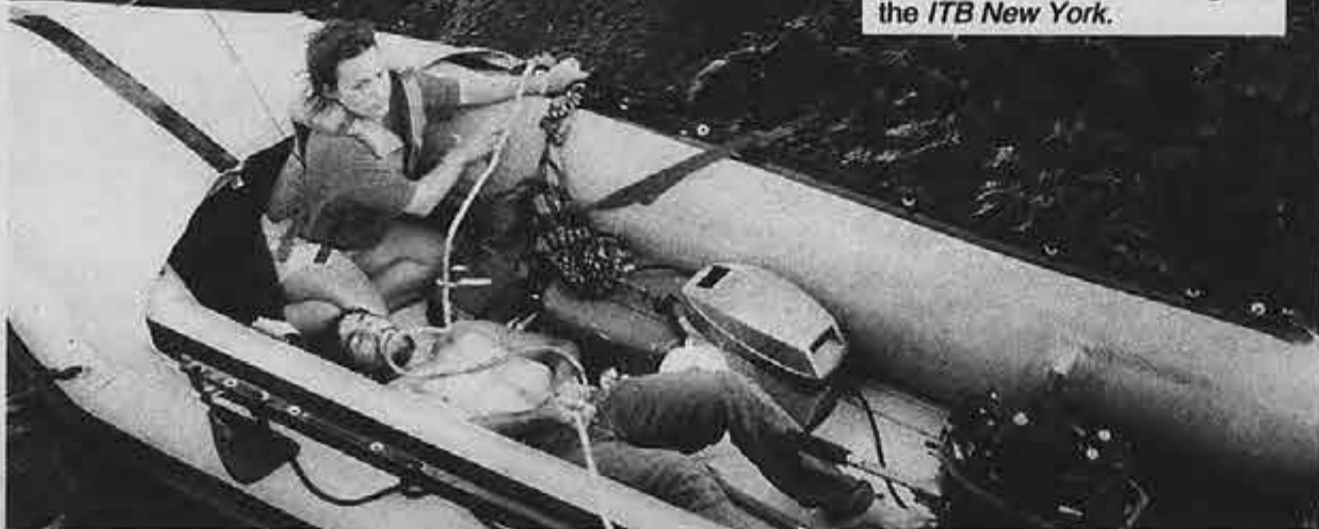
"They said they bought the boat from a Cuban soldier and they were lucky to get away," Seaman reported. "They had left with four tanks of gas, and they were almost out."

A U.S. border patrol boat picked up the duo, and the *New York* again resumed its voyage. It was not clear how or why the two Cubans wound up in the Mona Passage.

These incidents "delayed our trip, but it's always good to help those in need," concluded Seaman. "In both cases, the Cubans might have been in trouble if we hadn't seen them."

SIU members aboard the *New York* during these events were Bosun Mario Romero, ABs Seaman, Paradise and Gary Nagel, QMED Richard Natoli and DEU Thomas Correll.

Two Cubans take the line that pulls their small craft alongside the *ITB New York*.



Bosun Mario Romero talks to the duo, now safely aboard the integrated tug-barge.



The first four Cubans to be rescued are flanked by Bosun Mario Romero (left) and AB Robert Seaman, who provided the *LOG* with the photos accompanying this article.

Help Locate This Missing Child

The National Center for Missing and Exploited Children has asked the Seafarers International Union to assist them in locating Jake Wayne Brabson.

Missing from New Castle, Pa. since June 21, 1989, when he was two years old, Jake Brabson was abducted by his non-custodial mother, Debra Lee Brabson (alias Debra Johns). A felony warrant has been issued in her name.

At the time of his abduction, the blonde-haired, blue-eyed boy was 3 feet 4 inches tall and weighed 40 pounds.

Anyone having information on the whereabouts of Jake Wayne Brabson should contact the National Center for Missing and Exploited Children at (800) 843-5678 or the Missing Persons Unit of the Pennsylvania State Police at (412) 658-1671.



Jake Wayne Brabson