

# SEAFARERS LOG



Volume 58, Number 4

April 1996

## MarAd Head Rebuts Attack on Ship Bill

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## SIU Members Crew First Converted RO/RO

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Extra! Read All About It!



Proving that being retired does not mean staying home, pensioner Bill Drew heads up the gangway of the *Stonewall Jackson* to deliver *Seafarers LOGs* to SIU members when the vessel recently docked in Morehead City, N.C. Besides supplying *LOGs*, the retired QMED voluntarily provides members with trips to town to acquire personal items or takes them to visit with doctors during the short time ships are docked near his home.

# AMERICAN TRADE

## AMERICA NEEDS IT!

### Jones Act Secures U.S. Domestic Trade Routes From Foreign-Flag Takeover



Pages 10-11

## President's Report

### Jones Act Impact



Michael Sacco

Periodically, forces seek to eliminate the Jones Act — one of America's great assets from an economic and national security aspect.

These opponents of the nation's freight cabotage law are generally motivated by their own self interests. The present effort against the measure is being led by someone who has been involved with foreign-flag interests who would benefit tremendously if the Jones Act were altered.

Seafarers must understand what the Jones Act is, what it is intended to do as well as how important it is to the nation and to the membership.

First, Seafarers should know the tugs, barges and ships covered by the Jones Act provide the U.S. economy with approximately \$15 billion annually in revenues. This figure includes such items as stores, supplies, equipment and fuel used by the vessels and their crews. These are goods that are purchased from American companies by other Americans for use on U.S.-flag vessels.

Within that \$15 billion figure is the estimated amount of federal income taxes paid by the Americans working on vessels covered by the Jones Act or in shoreside jobs directly related to the 1920 cabotage law. These working men and women provide nearly \$1.1 billion each year in federal income taxes.

As Congress continues seeking ways to balance the budget, \$1.1 billion in government revenues is no small amount — especially when it is noted that the Jones Act does not require one penny of funding from the U.S. Treasury.

Over and above the \$1.1 billion that goes to the federal government, an additional \$272 million in state income taxes are generated annually by these working Americans. As at the federal level, these are much needed dollars to help state governments across the country provide the services required by the citizens of their respective jurisdictions.

Another way of looking at the impact of the Jones Act is to realize that nearly 124,000 Americans are employed in jobs that are directly related to the measure.

The most obvious of these are the mariners who crew the many vessels that move cargo between domestic ports. For Seafarers, this includes the Orgulf boatmen pushing loads of grain and coal along the Mississippi River, Great Lakes members moving ore on American Steamship Company bulkers, Higman Towing boatmen transporting petroleum goods along the Texas Intracoastal Waterway, Moran tugboatmen providing harbor services in the Chesapeake Bay, deep sea members working on a Navieras NPR, Inc. containership or union members bringing Alaskan oil aboard a Maritime Overseas tanker to various West Coast ports and others.

There are many more people working in shoreside jobs related to the Jones Act fleet. Among them are the workers who repair and maintain U.S.-flag vessels and barges in domestic shipyards, the suppliers who make sure the yards have necessary materials, the chandlers who provide stores and equipment for the vessels, and many more.

Another impact of the Jones Act is how it bolsters America's security. The law was created immediately following World War I to ensure America would have a strong shipbuilding infrastructure and merchant fleet to make sure it would not have to depend on other nations to build the ships or to move the goods produced by this country.

The Jones Act provides that the United States, and no other government, controls the domestic waterways transportation infrastructure in times of peace and war. It specifies that vessels covered by the measure must be built in American shipyards.

The law also makes sure that there are trained American mariners to crew the U.S.-flag vessels activated in times of national emergency, as demonstrated during the Persian Gulf War and, more recently, the peace mission in Bosnia.

Environmental safety is another way the Jones Act impacts all Americans. U.S.-flag vessels sailing along America's coastlines, waterways and Great Lakes must meet stringent requirements established by federal, state and local governments. These laws are among the strongest in the world — by far, much stronger than the rules thought up by runaway-flag ship registries.

Why is all of this so important?

There are forces trying to convince Congress, state legislative bodies and the American public that the Jones Act is no longer needed. These forces are trying to say that foreign crews aboard foreign-flag vessels can do the jobs for less money that are now being performed by U.S.-flag, American-crewed boats and ships.

But what these forces fail to say is what the total impact of weakening or killing the Jones Act would be. They fail to say that foreign crews will not pay federal, state and local taxes. They fail to say what will happen to the thousands of Americans removed from their jobs, replaced by exploited foreign crewmembers. They fail to say that, in some instances, foreign crews during the Vietnam and Persian Gulf wars refused to deliver needed supplies to American troops. They fail to say that the foreign-flag vessels would not have to meet America's high environmental and safety standards, creating the increased likelihood of accidents and oil spills. They fail to say that foreign-flag vessels cannot provide the same level of quality and efficient service offered by today's U.S.-flag fleet.

The Jones Act today remains a viable, effective law.

That is why the union will continue its fight together with others in the maritime industry to make sure the Jones Act remains the same strong, important measure it has been since its enactment in 1920.

## Lockheed Martin Crews Ratify First SIU-Negotiated Contract

When the mariners who work aboard Lockheed Martin vessels and in shoreside capacities for the company in Fajardo, P.R. voted to join the SIU, they listed job security and workplace safety as two of their primary concerns.

Those issues were targeted by the union's bargaining committee when it tackled contract negotiations with the company. Recently, the bargaining committee — made up of rank-and-file boatmen as well as union officials — announced its goal had been reached in a two-year contract unanimously approved by the members.

The pact is the first collective bargaining agreement between the boatmen and Lockheed Martin.

"It was a lot of hard work, but it was worth it," stated Second Mate Rick Rinehart, who served on the bargaining committee along with fellow Seafarers Bill Puhle, Peter Torrens, Samuel Pagan, Osvaldo Cordero, Carlos Figueroa and Roger Figueroa, SIU Vice President Atlantic Coast Jack Caffey, Santurce Port Agent Steve Ruiz and Santurce Patrolman Mike Rivera.

Ruiz noted that negotiations were lengthy. "It was difficult, but the committee did an outstanding job. They gave up many nights and weekends, time they would have spent with their families," Ruiz observed. "But



Among the Seafarers employed at Lockheed Martin in Puerto Rico who unanimously approved their first contract with the company are (front row, from left) Harry Wessel, Samuel Pagan, SIU Port Agent Steve Ruiz, Jose Valentin, Bill Puhle, SIU Representative Mike Rivera, (back row) Carlos Figueroa, Faustino Hernandez and Peter Torrens.

the result was job security, a right to voice their complaints and other benefits they didn't have before they got a contract."

The agreement calls for monthly safety meetings between the SIU crews and management. It also clarifies job descriptions and establishes a seniority system as well as a grievance procedure.

The contract further spells out that the company will provide uniforms (including safety boots) for the crewmembers. The new pact also establishes a break time for the employees and maintains medical and pension benefits.

Ruiz observed that the Seafarers "did an excellent job of soliciting input from their fellow members regarding what they wanted in the contract. They all were very com-

mitted and professional, and this helped allow everyone to make an informed decision."

The crews are employed at the Marine Ocean Engineering Department (MOE) of Lockheed Martin Services, Inc. in Fajardo. The MOE workers maintain and operate several types of vessels which are used to support the Atlantic Fleet Weapons Training Facility at the U.S. Naval Station at Roosevelt Roads.

Among the ratings that are included in the bargaining unit are chief officer, second officer, second mate, chief engineer, certain classes of marine technicians, basic repairer and repair technician. Also included are facility monitors, who work on shore.

### Rank-and-File Review Union Financial Records



The union's financial records for 1995 are in order, according to seven rank-and-file members who reviewed the documents as specified by the SIU constitution. The seven were elected at the March Piney Point membership meeting. They conducted their review at the union's headquarters during the week of March 4. Posing with SIU Secretary-Treasurer John Fay are (from the left) OS John McCain (who served as chairman), QMED Mike Coyle, QMED Dustin Niemoeller, Fay, Electrician John Hoskins, Chief Cook John Bukowsky, Electrician Rich Williams and Chief Steward Alexander Reyer.

## New Pact Approved at Luedtke

More than 50 Seafarers who work for Luedtke Engineering Company of Frankfort, Mich. overwhelmingly ratified a new contract that improves wages as well as medical and fringe benefits into 1998.

The pact, which began January 1, included medical care for the spouses and dependents of members who work aboard the company's tugboats, launches,

dredges, derrickboats and other types of self-propelled vessels and floating equipment.

The SIU members will receive annual wage increases throughout the life of the contract. Also covered in the new agreement were improvements in various working conditions.

A series of negotiations took place at the SIU Algonac, Mich. hall and at Luedtke headquarters

in Frankfort. Members of the union negotiating team included Deckhand Dale Leonard, Crane Operator Rich Arnold, Foreman Kevin Hollenbeck, Diver/Welder Randy Johnson, Tugboat Captain Jim Fischer and Tugboat Captain Kenneth Glaser. SIU Vice President Great Lakes Byron Kelley, Algonac Patrolman Tim Kelley and union representative Ken Horner also participated in the contract discussions.

"This was an excellent negotiating team, and we were pleased that we were able to bring back such a good contract to the members. They voted overwhelmingly to ratify the pact," noted Vice President Kelley.

Luedtke Seafarers covered by the agreement include service truck drivers, firemen, linemen, oilers, welders, divers, rangemen, tankermen, deckhands, lead deckhands, scowmen, engineers, captains, mates, cranemen, pipelayers, piledrivers, laborers and operators of all types of equipment.

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# MarAd Head Refutes NY Times Editorial Against U.S. Ship Bill

As the Senate prepares to take action on the Maritime Security Act, U.S. Maritime Administrator Albert Herberger strongly rebutted a March 12 *New York Times* editorial that dubbed the legislation "Unjustified Shipping Subsidies."

In a letter dated March 14, Herberger said the bill "is the most cost-efficient and reliable sealift available to the United States for sustainment of cargo carried to our troops abroad."

The retired vice admiral, who graduated from the U.S. Merchant Marine Academy and sailed on U.S.-flag merchant ships prior to joining the U.S. Navy, charged that the *New York Times* editorial had several inaccuracies, starting with a comment that full hearings were not held.

"Your implication that somehow Congress does not have the

information it needs to determine that the American merchant marine is worth saving is contrary to the fact that Congress has held three years of hearings, debated the bill on the floor of the House of Representatives three times and has received voluminous documents from opponents and proponents of a U.S.-flag fleet supported by the United States government," Herberger wrote.

"This administration and the previous administration, this Congress and previous Congresses, all have had the opportunity to examine these issues in depth. Critics' voices have been echoed in the halls of Congress and their arguments have been generously reported in the press."

He challenged the notion proposed by the newspaper that the U.S. armed forces no longer need the U.S.-flag fleet for na-

tional defense by calling it "quite simply false. The U.S.-flag merchant marine played a crucial role in the sustainment of our troops during Operations Desert Shield and Desert Storm, just as they have in every conflict we've ever been engaged in."

Herberger pointed out that several national leaders during the Persian Gulf War—including General Norman Schwarzkopf, who led the Allied forces in the war; General Colin Powell, who was the head of the Joint Chiefs of Staff at the time; and President George Bush—"praised the important sealift support provided by the American fleet." He added their statements "conflict sharply with the biased impressions offered by opponents of the U.S.-flag fleet."

In response to the *Times*' comment that the Defense Department has its own fleet to carry supplies for U.S. forces, Herberger informed the newspaper that these ships are crewed by U.S. merchant mariners.

"Without a U.S.-flag merchant fleet, this irreplaceable base of U.S.-citizen seafarers would disappear. The cost of full-time military crews for these ships would far surpass the comparatively modest public investment proposed for the Maritime Security Program," stated the former deputy commander-in-chief of the U.S. Transportation Command, which oversees logistics for the U.S. military.

Because the U.S.-flag fleet has been the worldwide innovator of intermodal freight movement, cargo tracking and identification technology, Herberger argued that the military has benefitted and continues to profit from using U.S.-flag merchant vessels.

If the U.S. government had to pay to replace what the U.S. commercial fleet now provides, "the cost to the U.S. taxpayer for vessels alone would be at least \$450 million per year and could approach \$800 million once the cost of providing a total intermodal capability is factored in."

He added that the Maritime Security Act being considered by the Senate would cost less than half of the present program that expires in 1997, restrict business less and encourage greater competitiveness.

The Maritime Security Act outlines a 10-year, \$1 billion program that would help fund approximately 50 U.S.-flag, militarily useful containerships. In return for receiving the money, the U.S.-flag shipping companies would make their vessels and facilities available to the military in times of national emergency or war.

The House of Representatives passed the legislation with a strong showing of bipartisan support in December. The Senate is expected to consider the ship bill when its members return to Washington in mid-April following a break to work in their home states. President Clinton has stated he will sign the measure when it is passed by Congress.



Since January, SIU members have been training in San Diego aboard the *USNS Shughart*, an Army prepositioning vessel very similar to the one shown in the artist's conception above.

## Seafarers Prepare Converted RO/RO For Trials, Delivery

The first of five SIU-crewed roll-on/roll-off U.S. Army prepositioning vessels being converted to U.S. standards for operation by Bay Ship Management is scheduled for delivery this month following final sea trials.

The *USNS Shughart*, an Army support ship operated by the U.S. Navy's Military Sealift Command (MSC), will have four Navy admirals and 100 Navy inspectors aboard when it undergoes acceptance trials April 16-17. The drills will test the ship's maneuverability, the capability of the main propulsion and auxiliary systems, and the navigation systems, among other functions. Delivery is slated for April 30.

Seafarers in the deck and engine departments as well as members of the American Maritime Officers (AMO), who serve in licensed capacities, have been working aboard the *Shughart* at the National Steel and Shipbuilding Company (NASCO) shipyard in San Diego since January. The crewmembers have undergone extensive training (provided by the Navy) relative to operating the vessel, which is greater than 900 feet in length.

Meanwhile, shipyard workers have been converting the former Danish-flag Maersk containership, including fitting it with cranes and RO/RO decks. Similar conversions are being done to two other vessels at NASCO (the *USNS Yano* and *USNS Soderman*) and two more at Newport News Shipbuilding in Virginia (the *USNS Gordon* and *USNS Gilliland*).

The four converted vessels, as well as the *Shughart*, will be crewed by SIU members. Last year, MSC awarded a three-year operation and maintenance contract for the vessels to Bay Ship Management. Tentative delivery dates for the other ships range from August of this year to April 1997.

Captain Cornelius "Mickey" Spillane of the *Shughart* noted that the Seafarers and AMO members aboard the ship have "made the most" of their training. He said the crew actively and intently has participated in both practical training and classroom instruction. "Training aboard the ship is a luxury we don't normally have in the merchant marine. Usually, you get the job and go straight to work on the ship," the captain observed.

He added that the *Shughart*'s immense size ("it's as big as an aircraft carrier") necessitated the schooling. "For instance, the most fire stations I'd ever seen on a ship was 32. This one has 118."

During their vocational instruction, crewmembers have learned all aspects of the ship, which will be stationed in the Western Pacific. This includes operating the 50-ton cranes, testing the portable ramp (which attaches to the ship for RO/RO operations), using various pumps, and operating and repairing the heating, air conditioning and ventilation systems. Crewmembers also have utilized the shipboard computer system, from which they can (among other options) open and close watertight doors, open valves and perform ballasting.

## PR Delegate Not in Favor Of Jones Act Exemption

Resident Commissioner Carlos Romero-Barcelo (D-P.R.) announced he will not support a measure introduced in Congress last month to exempt the Jones Act from trade between Puerto Rico and the U.S.

Romero-Barcelo is elected by the citizens of Puerto Rico to represent their interests in the House of Representatives. While he is not able to cast any votes for legislation being debated on the House floor, he is allowed to vote on measures brought before the committees on which he serves.

U.S. Representatives Luis Gutierrez (D-Ill.), Jose Serrano (D-N.Y.) and Nydia Velazquez (D-N.Y.) offered the bill known as the Puerto Rico Fair Trade Act

(H.R. 3020) to drop the island's coverage by the Jones Act, the 1920 law that states cargo moved between two U.S. ports must be carried aboard U.S.-built, U.S.-crewed and U.S.-owned vessels.

*The Jones Act: Good for America See pages 10-11.*

In introducing H.R. 3020, the elected officials said they were filing the bill on behalf of the Puerto Rico legislature which had passed a resolution asking this be done.

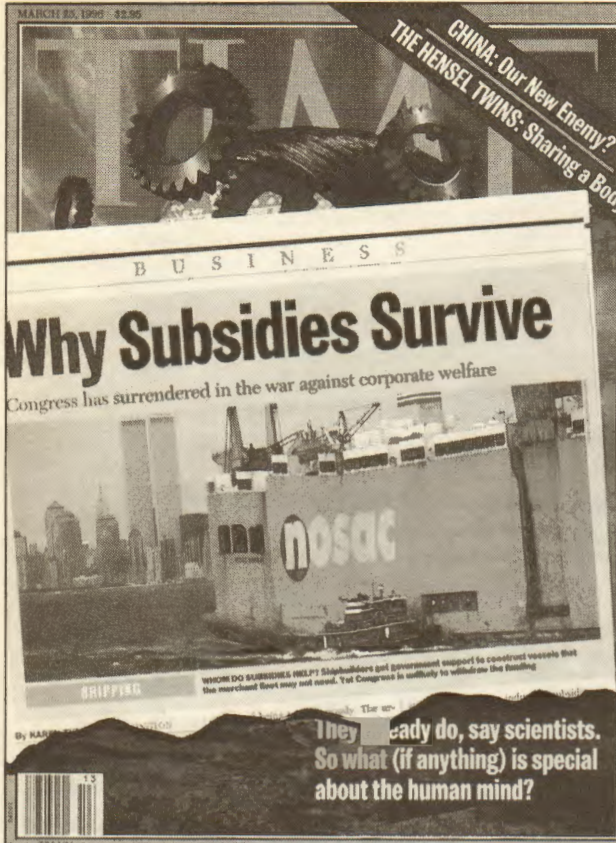
H.R. 3020 has been assigned to the House National Security Committee. No date for hearings has been set.

The SIU opposes any legislation, like H.R. 3020, which would amend the Jones Act.

### The U.S. Ship Bill: Subject of Many Hearings

The *New York Times* editorial of March 12 referred to in the article above stated the Senate should have the opportunity to hold hearings on the U.S. ship bill. Foes of U.S. shipping have called for hearings as well, claiming the version of the legislation before the Senate has not been subjected to the hearing process. In his response to the paper, Maritime Administrator Albert Herberger noted the measure has been the subject of hearings in both the House and Senate since 1992. The following is a chronology of action taken by Congress, the Bush administration and the Clinton White House to secure passage of a U.S. ship bill.

June 1992	Transportation Secretary Andrew Card presents the Bush administration's maritime proposal for a seven-year, \$1.1 billion program to Congress. <b>Senate Merchant Marine Subcommittee holds hearing.</b> (Congress adjourns without further action.)
March 1993	Transportation Secretary Federico Peña meets with representatives from maritime labor, U.S.-flag shipping companies and shipbuilders to discuss a possible Clinton administration maritime program.
May 1993	A 10-year maritime revitalization program is introduced and becomes H.R. 2151. <b>House Merchant Marine and Fisheries Committee holds hearing.</b>
August 1993	House Merchant Marine and Fisheries Committee clears H.R. 2151 for full House debate and vote.
November 1993	House passes H.R. 2151 (347-65). During floor debate, House also rejected by 309-109 margin an attack on cargo preference laws. Bill sent to Senate without funding mechanism.
March 1994	Peña unveils funding mechanism for maritime revitalization. H.R. 4003 calls for tonnage duties to be raised to fund 10-year, \$1 billion effort to help fund up to 52 U.S.-flag liner vessels. <b>House Merchant Marine Subcommittee holds hearings.</b>
April 1994	<b>Senate Commerce, Science and Transportation Committee holds hearings on maritime revitalization funding program.</b>
May 1994	House Merchant Marine and Fisheries Committee passes H.R. 4003 as 10-year, \$1.7 billion program to help the U.S.-flag merchant fleet and U.S. shipbuilding. Bill goes to House Ways and Means Committee.
July 1994	Ways and Means removes shipbuilding component from H.R. 4003 and sends bill to full House as a 10-year, \$1.05 billion program designed to aid U.S.-flag vessels.
August 1994	House passes H.R. 4003 (294-122) after amending bill to include shipbuilding funds. <b>Senate Commerce, Science and Transportation Committee holds hearings on 10-year, \$1.35 billion legislation.</b> (Congress adjourns without any further action.)
March 1995	<b>House Merchant Marine Oversight Panel begins hearings on 10-year, \$1 billion maritime revitalization bill, H.R. 1350.</b>
May 1995	H.R. 1350 clears House Merchant Marine Oversight Panel, then House National Security Committee. Bill is sent to full House for consideration.
July 1995	<b>Senate Merchant Marine Subcommittee holds hearings on its version of maritime revitalization legislation, S. 1139.</b>
August 1995	Senate Commerce, Science and Transportation Committee clears S. 1139. Bill is sent to full Senate for consideration.
December 1995	By voice vote, the House of Representatives passes H.R. 1350 and sends the measure to the Senate, which replaces S. 1139 with the House bill.



Time magazine featured this photograph of the *Nosac Ranger* to lead the journal's story on subsidies in its March 25 issue. The ship's operating company, Pacific-Gulf Marine, wrote the magazine to inform it that the vessel does not receive federal funds.



**LEFT:** QMED Paul Patterson, working on a valve, says the crew works hard to represent America when overseas.



**BELOW:** AB Mario Cooper operates the deck elevator during the loading of farm equipment to be sent from Baltimore to Europe.



Preparing the engine room for the trip across the Atlantic is QMED Calvin Lawson.



Assisting SA Will Brown (right) aboard the *Nosac Ranger* in Baltimore is his brother and fellow Seafarer, Kim. Both stated they were concerned that the *Nosac Ranger* was pictured as receiving federal subsidies in a national magazine when the ship does not.

## Nosac Ranger Crew Protests Distortion In Time Magazine

### Publication Links Vessel to Subsidies When Ship Receives No Gov't Funds

When the Seafarers aboard the *Nosac Ranger* returned to the United States in late March from their regular voyage to Europe, they were greeted with copies of the March 25 issue of *Time* magazine with a photograph of the vessel, implying it would benefit from the maritime revitalization bill being considered in the Senate.

"We don't know why they chose us," noted Steward **Gus Carter** while the vessel was loading American-made farm equipment in Baltimore for delivery to Kazakhstan in the former Soviet Union. "This ship does not receive any subsidy money."

That statement was backed up in a letter to *Time* by Daniel D. Smith, marine department manager for Pacific-Gulf Marine, which operates the *Nosac Ranger* as well as the *Faust* and *Fidelio*.

"This vessel was neither constructed with subsidy money, nor have its owners ever received one penny of subsidy money from the U.S. government since the vessel entered U.S.-flag service in 1988," Smith wrote.

"The *Nosac Ranger* is crewed by hardworking, taxpaying U.S. citizens who take umbrage with the inference that either they or the vessel owners have been the recipient of U.S. government 'corporate welfare.'"

In the article, *Time* used a full-color half-page photo beneath a headline of "Why Subsidies Survive." The

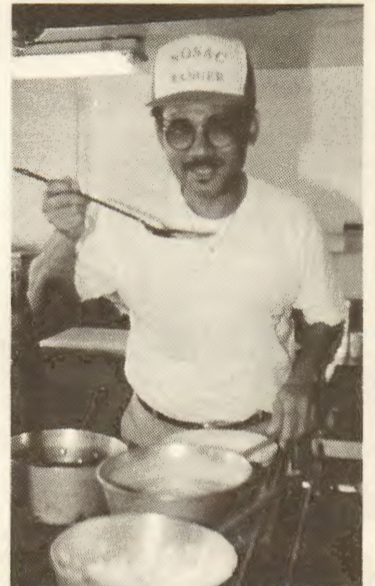
photo caption read, "Shipbuilders get government support to construct vessels that the merchant fleet may not need."

The maritime revitalization bill, known as the Maritime Security Act, would provide \$1 billion over a 10-year period to help fund approximately 50 U.S.-flag, militarily useful container ships. The companies receiving these dollars would make the ships available to the U.S. armed forces in times of war or national emergency. The bill is being considered by the Senate.

"We work hard on this vessel and do our best to represent our country," noted QMED **Paul Patterson**, who started sailing with the union four years ago after retiring from the U.S. Navy with 25 years of service.

SA **Will Brown**, an 18-year Seafarer from the port of Baltimore, added, "The U.S. merchant marine needs to be supported by the American public. We stand ready to serve our country at any time."

The *Nosac Ranger* is a roll-on/roll-off vessel that transports commercial and military cargo between the U.S. and western Europe. Among its regular ports of call in the U.S. are New York, Jacksonville, Fla., Charleston, S.C. and Baltimore. Across the Atlantic, the vessel makes stops in Antwerp, Belgium, Le Havre, France; Southampton, England and Bremerhaven, Germany.



Chief Cook Honorio Ducut makes sure the day's soup is properly seasoned.



Offering freshly baked eclairs to a crewmember is Chief Steward Gus Carter.

## Great Lakes Seafarers Start '96 Sailing Season

Seafarers aboard the *Buffalo* were the first Great Lakes members to kick off the 1996 sailing season when the 635-foot-long self-unloader sailed from a storage dock on the Cuyahoga River to load iron ore for delivery to a steel mill in Cleveland, Ohio on March 4.

The sailing of the American Steamship Co. (ASC) vessel marked the end of the briefest winter layup in the history of Great Lakes shipping, with the last laker coming in for the winter only 17 days before the *Buffalo* sailed out of its winter port.

The Soo Locks in Sault Ste. Marie, Mich., located between Lake Superior and Lake Huron, opened at midnight on March 25, signifying the traditional begin-

ning to the sailing season on the five lakes.

However, lingering winter conditions contributed to a difficult beginning to the season. Cold temperatures and large ice fields caused minor delays, but a high demand for steel products on the Great Lakes kept ships steaming.

To facilitate the resumption of the season, the U.S. Coast Guard sent the *Mackinaw*, the largest and most powerful icebreaker stationed on the Great Lakes, through the Soo Locks in advance of the first lakers. The Soo Locks connect the iron ore, coal and grain loading ports of Lake Superior to the lower Lakes.

Prior to sailing from their respective winter ports, Seafarers reflected on the traditional open-

ing of the sailing season and predicted that the winter weather would cause some delays.

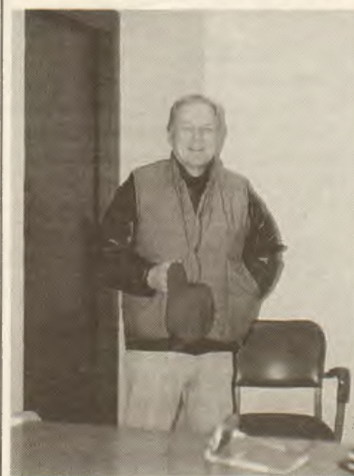
"There is no doubt that we will have a tough time getting out and delivering the first cargoes of the year," noted Coveyorman **John Norick**, who was preparing for fitout aboard the *H. Lee White*.

"There are a lot of icebreakers out right now and the smaller ones are having a hard time maneuvering through the ice. It is going to take a whole lot of ice breaking. It is hard for any kind of lake vessel at this time of year," said the member, who sails from the port of Algonac, Mich.

"Lake Superior is completely frozen over for the second time in 16 years but we have a lot of cargo to deliver and I'm sure the Coast Guard will be out in full force," added Norick.

According to Glen Nekvasil, communications director for the Lake Carriers' Association (LCA), which monitors the action

of U.S.-flag shipping on the Great Lakes, the Coast Guard has been working around-the-clock since the beginning of March to break up ice on lakes Superior, Huron,



Vernon Gimpel, who has been busy breaking up ice in the Duluth, Minn./Superior, Wis. harbor aboard his Great Lakes Towing vessel, checks in at the Duluth hall.

Michigan, Erie and Ontario.

"The Coast Guard has been working non-stop to clear the region of ice so that shipping successfully could resume. They have been doing an excellent job of track maintenance and widening the channels. Everyone should be up and running by mid-month.

"We have had some problems but we have had daily meetings with officials from the Coast Guard to decide what order the ships will be going through the locks and lakes. We will still need ice breaking assistance into the beginning weeks of April," Nekvasil stated.

Second Cook **Doris Sabin** is ready to begin another busy sailing season on the Lakes. "It has been a very cold winter but I am ready to go. I think that it is going to be a good year because we have a lot of orders to fill," said the galley gang member who sails aboard ASC vessels.

# SIU Ferry Crew Honored for Nighttime Rescue in NY

SIU members John Willette and Teddy Terzakos recently were honored for their roles in the nighttime rescue of five yacht passengers whose vessel overturned in New York's East River.

The Seafarers, who sail aboard the NY Waterway commuter ferry *Manhattan*, were the first to arrive on the scene when the 50-foot motor yacht *Other Office* capsized on July 13. Captain Willette and AB Terzakos sent a mayday on the region's emergency radio frequency as they maneuvered the ferry toward the stranded passengers. They subsequently rescued five of the 38 people before the U.S. Coast Guard and harbor-police rescue boats arrived and rescued the others. There were no serious injuries reported.

For their efforts, Terzakos and Willette on February 22 received the Admiral of the Ocean Seas (AOTOS) award, an honor given to only a few people annually. During a ceremony at the Jamestown ferry slip in Weehawken, N.J., the Seafarers also received American flags from Rep. Robert Torricelli (D-N.J.) that had been flown over the U.S. Capitol in their honor on February 12.

Besides the congressman,

others taking part in the ceremony were SIU Representative Ed Pulver; Arthur Imperatore, owner of NY Waterway; and his son, Arthur Jr., president of the company.

"It is said there are no heroes anymore in America, that people will not take responsibility for others," said Torricelli. "Here today is testimony that that is very much not the case."

Pulver added, "These men showed outstanding seamanship skills in executing the rescue. They are true examples of the fine men and women who belong to the SIU."

Willette and Terzakos (along with personnel from the Coast Guard, fire department and police department) also were honored last year at City Hall by New York Mayor Rudolph Giuliani for their part in the rescue.

Terzakos recalled that the rescue began around 9:20 p.m. and received extensive coverage on local television news.

"Thank God, my wife slept through the reports, because the initial reports said the ferry had capsized," the AB said. "My mother and nephew also live nearby, and they ran down to the pier to see what was happening."

Just six days after the *Other*



Seafarers Teddy Terzakos (left) and John Willette (not pictured), who crew the NY Waterway passenger ferry *Manhattan*, are honored for their roles in a rescue during a ceremony February 22 in Weehawken, N.J. Presenting an award for both SIU members to Terzakos is Rep. Robert Toricelli (D-N.J.). Also pictured are Arthur Imperatore, Jr. (second from left), president of NY Waterway; Arthur Imperatore Sr. (fourth from left), owner of the company; and SIU Representative Ed Pulver.

*Office* incident, the two Seafarers saved a local man who attempted suicide by jumping off the Pulaski Bridge and into the East River, some 70 feet below. (He changed his mind after hitting the water. Full accounts of both rescues can be found in the September 1995 issue of the *Seafarers LOG*.)

The *Manhattan* is one of 13

SIU-crewed NY Waterway passenger ferries. Altogether, they transport approximately 20,000 passengers each day between lower and midtown Manhattan, the Colgate Center in New Jersey and the towns of Weehawken and Hoboken, N.J.

Each boat has a capacity of about 400 passengers, travels at

an average speed of between 15 and 18 mph and is roughly 100 feet long.

Plans for a new, bigger terminal for the ferries recently were announced. Funded through public and private sources, the \$27 million project is expected to be completed in approximately three years.

## Appeals Board Reaffirms 240-Day, 180-Day Trip Action

### Designates PR, VI for Extended Run, Takes Up Clinic Card Invalidation, Clarifies 1995 Chief Cook Job Rule

The Seafarers Appeals Board (SAB) has issued a series of actions and one amendment to a previous action affecting the length of time a member can sail on a ship as well as setting ground rules for invalidating a clinic card and determining job priority for certain steward department positions.

The first three actions deal with the length of time a Seafarer is able to sail aboard a vessel. All of the actions and the amendment to a previous action went into effect immediately.

Action number 381 alters the shipping rules to state Puerto Rico and the Virgin Islands are an area outside the continental United States. Any Seafarer who has sailed a U.S.-foreign run aboard an SIU-contracted vessel for the maximum number of days as determined by his or her seniority will not be required to sign off in Puerto Rico or the Virgin Islands. He or she can wait until the ship docks in the first continental U.S. port.

To illustrate what the new action means, an "A" seniority crewmember sailing on a containership returning from Europe reaches the 240-day limit when the vessel docks in San Juan, P.R., before continuing to Jacksonville, Fla. Action number 381 allows the crewmember to continue working aboard the ship until it docks in Jacksonville where he or she has to sign off the vessel.

Under the change to the shipping rules found in action number 382, a Seafarer whose seniority increases because he or she meets all the elements for a higher seniority while he or she is at sea (and has the higher seniority verified by the SAB) will be entitled to the maximum days at sea as determined by the higher

rating.

As an example, a crewmember claimed a job as a "B" seniority member. This Seafarer is at sea on this same job when he or she has enough time to move up to an "A" seniority. Because of action number 382, the crewmember may stay aboard ship and retain the position for the length of time he or she would have received had he or she shipped out originally with an "A" seniority.

Action number 383 reaffirms the provisions found in earlier actions outlining the maximum number of days that members may sail aboard a contracted vessel. For an "A" seniority member, the maximum number of days remains 240 or one roundtrip, whichever is longer. For those holding a "B" seniority, the figure stays at 180 days or one roundtrip, whichever is longer.

Provisions for invalidating a clinic card issued by a Seafarers Welfare Plan clinic are found in action number 384.

A clinic card may be ruled invalid if a Seafarer provided false information in order to obtain a clinic card, if full medical disclosure was not provided during a medical examination or if a member possessing a valid clinic card is found unfit for duty for seven or more days.

The amendment to action number 375 (which originally appeared in the April 1995 issue of the *Seafarers LOG*) gives priority in each class of seniority for Chief Cook and Cook and Baker jobs to those steward department Seafarers who have graduated from advanced classes on those subjects offered by the Seafarers Harry Lundeberg School of Seamanship. In the event no one with such certification is avail-

able to claim the job, priority in each seniority is given to a galley gang member who possesses a certificate in the Chief Cook or Cook and Baker ratings from the school.

In both cases, the Seafarer has to be registered in Group I, Steward Department.

The SAB is composed of representatives from the union and its contracted operators. The complete text of each of the actions and the amendment to an action is printed below.

#### Action #381

Whereas, the intent of the provisions of Article IX Shipping Rules, Section 2 Rule 2.G.1., 2.G.19. and 2.H. was to ensure equitable rotation of employment according to seniority, and

Whereas, the intent of the Shipping Rules was, while offering equitable employment to limit the adverse impact of such rules on the industry and on the members by providing exemptions as specified in Rule 2.I.,

Now therefore, the Seafarers Appeals Board hereby declares that for the purposes of Article IX, Section 2, Rule 2.I. Puerto Rico and the Virgin Islands shall be considered a separate area, and therefore seamen whose time is up in those ports will not be required to leave the vessel if said vessel is scheduled to return to the original area of engagement as provided for in Rule 2.I.

#### Action #382

Amend Rule I Seniority, Subsection B 3, by adding the following provision:

"If during the period of employment aboard a contracted vessel, a seaman acquires sufficient seamanship to qualify for a higher seniority classification such as Class "C" to Class "B" or from Class "B" to Class "A," he shall be entitled to the applicable employment provisions specified in Rule 2.G."

#### Action #383

The Seafarers Appeals Board acting under and pursuant to the Collective Bargaining Agreement between the Union and the various Contracted Employers, hereby takes the following action.

Whereas, by Action 327, Action 331, Action 361, Action 367, and Action 371 were promulgated to increase the amount of time Class "A" seamen could remain aboard their assigned vessels for two hundred forty (240) days or one round trip whichever was longer and Class "B" seamen could remain aboard their assigned vessel for one hundred eighty (180) days or one round trip whichever was longer, and,

Whereas, available employment continues at the same high level,

Therefore, the provisions promulgated by SAB Action 327, Action 331, Action 361, Action 367, and Action 371 shall continue in full force and effect for another six (6) months, effective February 12, 1996 at which time employment availability will again be evaluated to determine whether or not the provisions specified in SAB Action 327, Action 331, Action 361, and Action 371 should continue or be terminated.

#### Action #384

Whereas, the Shipping Rules currently provide for the submission, in Ports where a Seafarers Welfare Plan clinic is maintained, a valid clinic card as a requirement for employment, and

Whereas, there may be occasion when a clinic card may need to be invalidated by reason of information obtained after the issuance of a clinic card, and/or a subsequent determination of Unfit For Duty status.

Now Therefore, effective im-

mediately the Rules shall provide for the invalidation of a clinic card, if information is obtained that false statements were made by the seaman, and or full medical disclosure was not made during the medical examination or if the seaman in possession of a clinic card is found to be Unfit For Duty for seven (7) days or more.

#### Amendment to Action #375

Amend Rules by deleting the 4th paragraph in Article IX, Shipping Rules Section 5, Preferences and Priorities, A 6:

"Within each class of seniority in the Steward Department, priority for the job of Chief Cook or Cook & Baker shall be given to those seamen who possess a certificate of certification in such ratings from the Seafarers Harry Lundeberg School of Seamanship in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

and replace with:

"Within each class of seniority in the Steward Department, priority for the job of Chief Cook or Cook & Baker shall be given to those seamen who possess an advanced certificate of certification in such ratings from the Seafarers Harry Lundeberg School of Seamanship in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

If no one with an advanced certificate is available, then priority for the job of Chief Cook or Cook & Baker shall be given to those seamen who possess a certificate of certification in such ratings from the Seafarers Harry Lundeberg School of Seamanship in the event such program is being offered and that the seaman is registered in Group I, Steward Department."

# ABs, Pumpmen Need STCW Certificate by Oct. 1

## Other Watchstanding Ratings Have Until Feb. 1997

The U.S. Coast Guard has finalized its rules and announced that all tankerman assistants, ABs, chief pumpmen and second pumpmen who sail in international waters must have a Standards of Training, Certification and Watchkeeping (STCW) certificate for a rating forming part of a navigational watch by October 1, 1996.

This certificate, for which there is no fee, simply is an identification that supplements a mariner's z-card. It may be secured through the Coast Guard's Regional Examination Centers (RECs), either in person or through the mail (see addresses below).

Other unlicensed personnel—specifically, engine department members with

watchstanding ratings—will not need the STCW certificate until February 1997. The Coast Guard has not begun issuing the STCW certificates for those engine department personnel. However, the agency will do so in the near future, giving mariners time to meet the deadline.

According to Bill Eglinton, director of vocational education at the Paul Hall Center and a regular participant in international meetings leading to last year's amendments to the STCW treaty, it is very important that engine department personnel who sail as pumpmen—even if they do not have "pumpman" listed on their z-card—inform the REC that they do in fact sail as pumpmen and therefore need to secure the STCW cer-

tificate before October 1.

All Seafarers applying for the STCW certificate by mail should include photocopies of their z-cards, certificates reflecting successful completion of a firefighting course, and discharges or letters proving 90 days' seetime aboard tankers. Be sure to indicate that the application is for the STCW certificate.

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

Due to the workload at the RECs, it is recommended that applications be sent in well before the deadline to ensure you

have the certificate by October 1, 1996.

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

Seafarers should note that the STCW form automatically will be issued to mariners who renew their z-cards or test for an upgrade in their rating before October 1.

But a mariner who renews a document or license strictly for continuity purposes will not be issued the STCW form until he or she shows proof of being ready to sail.

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

## Discharges or Letter Needed To Qualify as Tankerman-Asst.

As of April 1, all ABs and pumpmen who sail aboard tankers must meet the U.S. Coast Guard's grandfather provisions enabling them to sail as tankerman assistants (see chart), as reported in previous issues of the *Seafarers LOG*.

In order to be considered a tankerman

assistant under the grandfather clause, ABs and pumpmen, while aboard ship, must possess discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. There is no need to go to a Coast Guard Regional Exam Center.

### Notice

Due to a recent change in policy of the U.S. Coast Guard, the February 1996 *Seafarers LOG* article on STCW certificates for U.S. seamen is out of date.

The February *LOG* contained an article stating that all deep-sea mariners who hold a lifeboat ticket must possess an STCW certificate by October 1.

Now, according to the latest policy, only active deep-sea members who sail as ABs, pumpmen and tankerman assistants must

possess the STCW certificate by October 1.

Additionally, engine department members with watchstanding ratings must possess the certificate by February 1997—however, the U.S. Coast Guard has not begun issuing the STCW certificates for those engine department personnel.

The Coast Guard modified who is required to hold the certificate by October 1, in order to fully comply with the STCW agreement.

### Securing an STCW Certificate and Being 'Grandfathered' as a Tankerman Assistant

#### If You Are

An AB sailing any deep-sea ship other than a tanker (example: containership)

An AB sailing tankers

A chief pumpman or second pumpman

#### Then You Need

An STCW certificate (identification) for a rating forming part of a navigational watch by October 1, 1996.

A tankerman assistant endorsement as of March 31, 1996.

AND

An STCW certificate by October 1, 1996. The certificate will indicate (a) that you hold a rating forming part of a navigational watch, and (b) you possess the rating of tankerman assistant.

A tankerman assistant endorsement as of March 31, 1996.

AND

An STCW certificate by October 1, 1996. The certificate will indicate that you possess the rating of tankerman assistant.

#### Here's How to Get It

Go to an REC and show your z-card indicating you possess an AB rating and a lifeboat ticket. Or, you may do this by mail (see listing below).

While aboard ship, keep in your possession discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. You will be considered "grandfathered" for the endorsement. The endorsement may be added to the z-card when renewed. **You do not need to go to an REC.**

Go to an REC and show your z-card plus discharges or a letter indicating at least 90 days' seetime aboard tankers, plus a certificate reflecting successful completion of a firefighting course.\* Or, you may do this by mail.

While aboard ship, keep in your possession discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. You will be considered "grandfathered" for the endorsement, which may be added to the z-card when renewed. **You do not need to go to an REC.**

Go to an REC and show your z-card plus discharges or a letter indicating at least 90 days' seetime aboard tankers, plus a certificate reflecting successful completion of a firefighting course.\* Or, you may do this by mail.

\* If a member has lost his or her copy of the firefighting course certificate, he or she may call the admissions office at Piney Point, (301) 994-0010, and request a copy. Certificates issued prior to 1989 may not be available.

## Hall Center Instructors Bring 'Hazwoper' Training To Jacksonville and San Juan

More than 100 Seafarers who work for Crowley Maritime in San Juan, P.R. and Jacksonville, Fla. recently completed an on-site health and safety course covering hazardous waste and emergency response (hazwoper).

Seafarers who graduated from the course, offered at the SIU halls in San Juan and Jacksonville between January 17 and 25, received U.S. Coast Guard-approved hazwoper certificates.

"Our primary goal for the training was to ensure that SIU members are properly informed about the hazardous materials they work around, and with, daily," said Lundeberg School instructor Mark Jones, who along with fellow instructor John Wiegman conducted the sessions.

In Jacksonville, SIU members completed an 8-hour hazwoper health and safety/first responder course which primarily covered identification of hazardous materials, use of protective gear and procedures for contacting emergency response personnel.

San Juan-area members also were offered the 8-hour course as well as an additional 24-hour hazwoper training session. Those Seafarers who completed the ad-



Reviewing manuals used during the Crowley hazwoper course at the SIU hall in Jacksonville, Fla. are (from left) AB Randolph Wansley, AB Wade Wansley, Captain Dan Morris and AB Rick O'Keefe.

vanced training are considered "hazmat technicians" and are able to handle the initial responses to a hazmat spill.

"The more advanced session teaches them how to handle a hazardous materials spill in a safe, professional and efficient manner, whether on board the vessel or shoreside," Jones added.

In January 1994, Seafarers in

Puerto Rico had to call on such skills when a massive oil spill occurred in the San Juan area after the non-union barge *Morris J. Berman* broke loose from its line to a tugboat, drifted onto a coral reef and spilled more than 650,000 gallons of oil. More than 200 Seafarers (many of them

Continued on page 8

### U.S. Coast Guard Regional Examination Centers

[Address correspondence to: "Commanding Officer (REC), U.S. Coast Guard, Marine Safety Office," followed by the address]

510 L. Street  
Suite 100  
Anchorage, AK 99501-1946  
(907) 271-6733 or 6735

Customhouse  
Baltimore, MD 21202-4022  
(410) 962-5132

455 Commercial Street  
Boston, MA 02109-1045  
(617) 223-3040

196 Tradd Street  
Charleston, SC 29401-1899  
(803) 724-7693

433 Ala Moana Blvd., Rm 1  
Honolulu, HI 96813-4909  
(808) 522-8258

8876 Gulf Freeway  
Suite 210  
Houston, TX 77017-6595  
(713) 947-0044

2760 Sherwood Lane  
Suite 2A  
Juneau, AK 99801-5845  
(907) 463-2450

165 N. Pico Avenue  
Long Beach, CA 90802-1096  
(310) 980-4483 or 4485

200 Jefferson Avenue  
Suite 1301  
Memphis, TN 38103-2300  
(901) 544-3297

Claude Pepper Building  
6th Floor  
51 S.W. First Avenue  
Miami, FL 33130-1608  
(305) 536-6548

1440 Canal Street  
Eighth Floor  
New Orleans, LA 70112-2711  
(504) 589-6183

Battery Park Building  
New York, NY 10004-1466  
(212) 668-6395

6767 N. Basin Avenue  
Portland, OR 97217-3992  
(503) 240-9346

1222 Spruce Street  
Suite 211  
St. Louis, MO 63103-2835  
(314) 539-2657

Building 14  
Coast Guard Island  
Alameda, CA 94501-5100  
(510) 437-3092 or 3093

1519 Alaskan Way S.  
Building 1  
Seattle, WA 98134-1192  
(206) 217-6115

Federal Building, Room 501  
234 Summit Street  
Toledo, OH 43604-1590  
(419) 259-6394 or 6395

# Stewards Espouse Many Benefits of Upgrading

## Paul Hall Center Courses Enhance Seafarers' Work

Speaking from experience, six newly recertified stewards last month advised fellow SIU members that upgrading at the Paul Hall Center is vitally important — not only as a vehicle for individual advancement, but also as a means of helping ensure long-range job opportunities for future Seafarers.

Ruben Casin, Jr., Brandon Maeda, Bruce Mesger, Catherine Scott, Stephanie Sizemore and Richard Worobey made their remarks at the March membership meeting in Piney Point, Md. as they accepted certificates documenting successful completion of the five-week class. The course is the highest curriculum available at the Paul Hall Center for Seafarers who sail in the steward department.

"I'd like to thank those who have spent lifetimes sustaining this industry, making it possible for me to be here," stated Sizemore, who joined the union nine years ago in Honolulu. "To those of you who are beginning your careers and/or upgrading — whether in the steward, deck or engine department — be assured your goals are attainable through this facility. Our industry deserves our continued efforts to keep it strong and afloat for those who follow."

Sizemore also asked her fellow SIU members to consider giving to the Seafarers Political Action Donation, "because contributions to SPAD are essential to keep this industry alive."

Echoing those sentiments was Scott, who urged Seafarers "to always remain the best-trained merchant mariners in the world. In order to do that, we must work even harder and change with the times. Upgrading at Piney Point means we can grow with the industry; as you can see, the classes offered here are changing to meet our needs."

Scott, whose husband, Matthew, graduated from a recertified steward class last year, encouraged the trainees and upgraders in the audience to participate in the union's political activities. "There are bills that regularly come up in Congress that can dramatically affect our livelihoods," she pointed out. "We have dedicated union officials who do an excellent job keeping track of things in this area, but they can't do it without us. We are the union! Our actions help the officials to help us. Donating to SPAD, writing letters to our senators and representatives, volunteering to help in campaigns for politicians who will work in behalf of our interests — these are some of the most important things we can do."

### 'Set High Standards'

A Seafarer since 1981, Maeda reminded the audience that fully applying oneself to a course at the Paul Hall Center



A frequent upgrader at the Lundeberg School, Bruce Mesger says he is "very proud to be a member of the SIU."

will yield the most benefits. "To realize the greatest potential of each upgrading class, we must take useful advantage of all the school's facilities and tap into the wealth of knowledge each instructor brings. Each upgrading class is what you make of it. That is one reason why I encourage all of you to set high standards for yourselves. In the end, it is you who are held accountable for your culinary skills," he said.

Maeda, who joined the SIU in Honolulu, also offered special thanks to SIU President Michael Sacco "for reminding me, through your positive thinking and your proven leadership, that there is no giving up, no giving in and no running away."

Additionally, he commended Betty Smith, who works in the port agent's office in Piney Point, "for helping me and many others like me, by addressing our special questions with unending patience and a helpful generosity that is sorely lacking in many parts of our society today."

### Knowledgeable Instructors

For Mesger, the Lundeberg School is familiar territory. He graduated in 1978 from the trainee program for entry-level mariners.

Mesger stated he believes the school "is really headed in the right direction and open to new ideas. I'm very proud to be a member of the SIU."

Of the recertification program, he remarked, "It's a good course with very good teachers. I'm impressed with how knowledgeable and thorough they are."



Graduating last month from the Paul Hall Center's recertified steward program are (front row, from left) Catherine Scott, Stephanie Sizemore, Ruben Casin, Jr. (back row) Byran Cummings (instructor), Brandon Maeda, Richard Worobey and Bruce Mesger.

Similarly, Casin said he "learned a lot" during the class and that the knowledge will help him do a better job aboard ship. "It's a tremendous school, and the class was exciting. Learning more about computers, food sanitation, firefighting and CPR were some of the more valuable parts," said Casin, who joined the Marine Cooks and Stewards in New York in 1971, seven years before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

Worobey, who joined the SIU in New York in 1976, seemed surprised at how much he learned during the course. "There were so many things in steward recertification that I didn't know," said Worobey, a frequent upgrader. "The whole class was a good experience. This proves once again that when you've got the experience and education from the Paul Hall Center, you're going to do a good job."

### Many Topics

The stewards covered numerous subjects during their studies. They learned new recipes and practiced the most modern cooking techniques via a mix of practical training and classroom instruction.

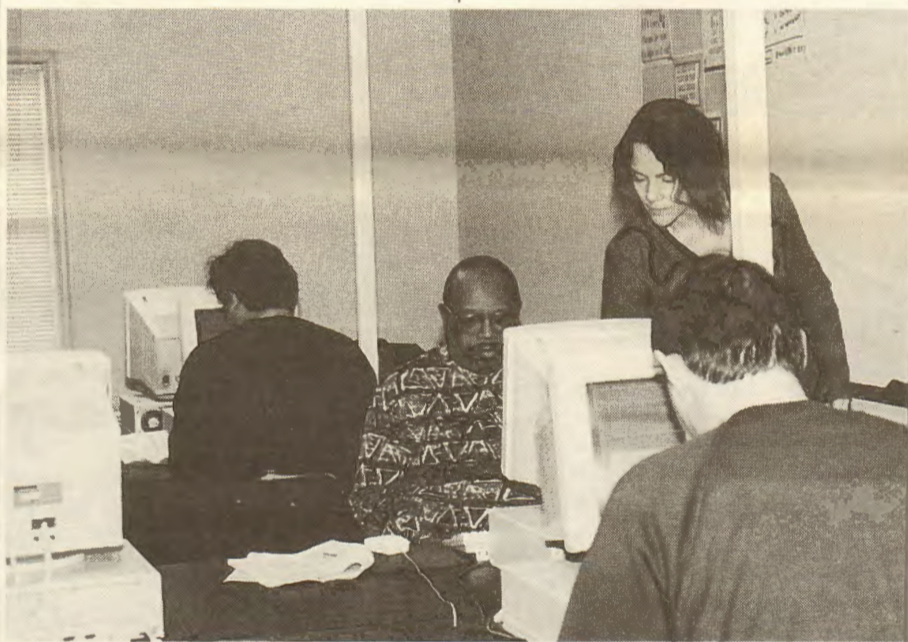
The Seafarers paid particular attention to developing healthy, low-fat menus for fellow crewmembers, as well as exercising the safest food-sanitation practices (see related story).

Mainly to assist them when ordering stores, the students received training in the school's computer center. Since many SIU-contracted companies track their stores by utilizing computer programs, stewards normally place orders through the electronic machines (rather than writing them by hand).

The SIU's emphasis on shipboard safety was evident as the stewards took refresher courses in CPR, first aid and firefighting. They also studied and practiced effective communications skills.

Another part of the curriculum was

*Continued on page 8*



Ruben Casin Jr. (seated, facing camera) and his classmates practice using computers to order stores. Standing is Karen Kesseru, a Lundeberg School Instructor.

## Food Sanitation Segment Stands Out

Answers varied when the latest graduates of the Paul Hall Center's steward recertification program were asked to cite some of the course highlights. Computer training, thoroughness in covering all subjects, and the excellent condition and usefulness of the school's lecture/demonstration galley were among the responses.

But the one topic identified by each of the six stewards as particularly valuable was food sanitation. The Seafarers observed that, because food sanitation is a constant concern, this segment of the class proved quite worthwhile.

Executive Chef Allan Sherwin, director of culinary education at the Paul Hall Center, noted the stewards successfully completed a comprehensive test covering food sanitation and prevention of food-borne illness. As a result, they each received a certificate in food sanitation from the National Restaurant Association, as well as one from the Seafarers Harry Lundeberg School of Seamanship.

"This is a very intensive part of the course, and the students always are very responsive. We cover food preparation, storage, meat and poultry inspection, danger factors (such as storing and cooking food at appropriate temperatures) and a number of other relevant subjects," said Sherwin.

"We try to focus on contemporary issues, which isn't difficult, because there are items in the news about food poisoning almost daily. The students eventually become so in-tune with this issue that they start bringing clips from the news. A recent example was a petting zoo. Kids were petting the animals, then eating (without first washing their hands), then getting sick."

How important is food sanitation? Sherwin pointed out that there are more than 20,000 reported deaths from food poisoning in the United States each year. There also are many less severe cases — often misidentified by the sufferer as a 24- or 48-hour bug.

Through practical training, discussions and classroom instruction includ-

ing videotapes and journal articles, the stewards honed their skills for proper storage, preparation and disposal of foods, Sherwin added. They also received telephone numbers of government agencies that may be contacted with questions or comments concerning food sanitation, including the Centers for Disease Control (CDC), the Food and Drug Administration (FDA) and the United States Department of Agriculture (USDA).

Among the key facts the stewards reviewed is: 90 percent of occurrences of food-borne illness is related to personal cleanliness (such as hand-washing or removing one's apron prior to using a restroom). They also were reminded that the organisms that cause food poisoning are tasteless and colorless; therefore, they primarily are identifiable through the scent of their waste.

"Everyone who takes the recertification class wants to protect themselves and protect the rest of the crew," Sherwin concluded. "If they don't, then the results can be disastrous."

## Burned Filipino Mariner's Ordeal Spotlights Inhumane Conditions Aboard Runaway-Flag Vessels

### ITF Inspector Steps in to Secure Care

The inhumane conditions aboard runaway-flag vessels were evident in a recent grim case of a badly burned Filipino seaman who was denied speedy shore-side medical attention when it was requested.

But intervention last month by an International Transport Workers Federation (ITF) inspector may have saved the life of the Filipino mariner, who was hurt in a shipboard accident.

Spiro Varras, an SIU representative as well as an ITF inspector, secured much-needed medical attention for motorman Roberto Umali. The mariner had contacted Varras after the vessel on which Umali was sailing, the runaway-flag *Nosac Tai Shan*, arrived in Elizabeth, N.J. on March 1.

The captain initially resisted permitting Umali to sign off the ship, but Varras demanded that the wounded man be let go.

Umali sustained burns on his face, neck, chest and arms as a result of an accident last year in the port of Miami aboard the *Nosac Tai Shan's* sister ship, the *Nosac Takayama*. (Both ships are

Norwegian-owned, Liberian-flagged roll-on/roll-off vessels operated by the same company.) He subsequently was treated for two weeks in a Miami hospital before being transferred to a hospital in the Philippines. Umali then underwent several months of physical therapy.

But the burns were so severe, they did not properly heal. When Varras met Umali on the *Nosac Tai Shan*, "I saw that some of his wounds still appeared raw. His arms looked infected," Varras noted.

Despite the time elapsed since the accident, the infections (later confirmed by doctors) could have resulted in fatal blood poisoning — specifically, a condition known as septicemia.

Anxious to support his wife and their three children, Umali had signed on the runaway-flag ship in spite of his injuries. However, he soon realized that his wounds continued rendering him unfit for duty, so he called Varras.

But when Varras brought this matter to the captain's attention, the captain balked at relinquish-

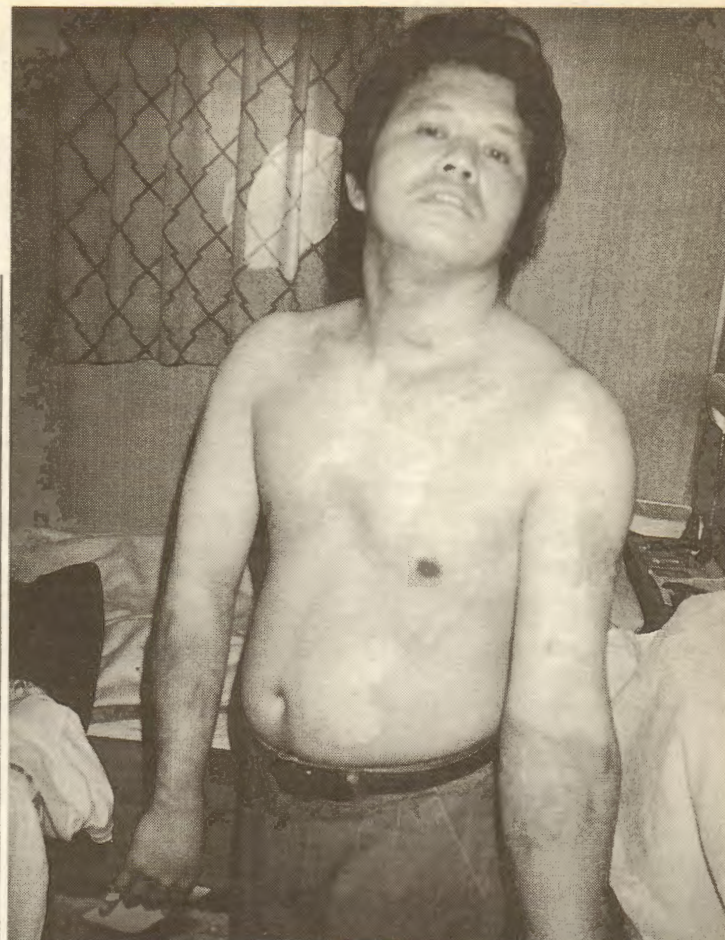
ing Umali. "The captain refused because he said the seaman never asked the officers to see a doctor, and he never complained," recalled Varras.

Approximately two hours later, at Varras' insistence, the captain agreed to let Umali sign off. The ship agent then transported Umali to a local hospital, where doctors confirmed that the burns were infected. Additionally, physicians there recommended that Umali undergo plastic surgery.

Varras later visited the hospital to monitor Umali's progress, but the mariner had been released. He reportedly left with relatives and planned to seek further medical attention elsewhere in the United States, closer to his relatives in California.

The original accident took place on the *Takayama* when the second engineer instructed Umali to light a fire in the boiler. Umali was told to remove the burner, "then he gave me a flashlight to check if there was fuel spilled in the fire case," Umali said in a written report of the accident.

"Upon checking, fire shot out of the boiler and burned me." This



Roberto Umali's burns were so severe, doctors recommended plastic surgery. He received treatment after Spiro Varras, an SIU ITF inspector, intervened and got Umali off the ship on which he was sailing.

took place while the vessel was maneuvering to dock in Miami.

The ITF is a London-based federation of more than 400 transportation unions from around

the world, including the SIU. Among other activities, it has been fighting to end substandard working and safety conditions found on runaway-flag vessels.

## ITF Secures Thousands in Back Pay For Crew on Runaway-Flag Ship

The value of an International Transport Workers Federation (ITF) contract once again was evident when crewmembers aboard a runaway-flag ship recently received thousands of dollars in back pay as well as repatriation expenses.

SIU Representative Spiro Varras, an ITF inspector, met with the crew of the Greek-owned, Cyprus-flag *Malvina* in New York. "I informed the entire crew (consisting of Greek and Syrian officers and Indonesian unlicensed personnel) about the contracts that were in force. These included an ITF contract as well as a contract reached through the Greek seafarers' union. Two of the officers then stood up for their rights," recalled Varras.

Second Engineer Anastasios Bakaukas and Radio Officer Mohammad Yasin informed Var-



Thanks to ITF intervention, crewmembers aboard the runaway-flag *Malvina* received back wages and repatriation expenses.

ras of their respective grievances. Both men wanted to sign off the vessel, but the captain would not let them do so — even though, according to the ITF contract, it was their right.

### No Overtime Pay

The second engineer, in addition to performing his duties, had been forced to also do the work of the third engineer. Bakaukas also had not been paid for 92 hours of overtime.

Meanwhile, during his eight-month stint on the *Malvina*, the radio officer consistently had been paid less than the amount called for by both contracts.

The captain initially refused to rectify these situations. When Varras prepared documents to arrest the ship, the captain put him in direct contact with the shipowner.

The owner then agreed that Bakaukas and Yasin could sign off the ship. He further consented to pay the second engineer all back wages, including overtime, plus repatriation expenses—a

total of approximately \$5,000.

Similarly, the radio officer received back wages totalling \$9,464, along with repatriation expenses.

"The money arrived from Greece the next day," Varras stated. "Both of the officers received their balance of wages in front of me, and on their request I remained with them until they were picked up for customs and immigration. Many crewmembers thanked the ITF for this success."

### Benefits of ITF Contract

The ITF is a London-based organization of the world's transportation unions, of which the SIU is a member. Its contract establishes wage rates that meet international standards and helps ensure that crewmembers are paid in a timely manner. It also provides for overtime and holiday pay and manning according to ITF policy. The contract further includes a clause for free medical attention, sick pay, a death benefit, disability insurance and other benefits.

## Seafarers Receive On-Site Hazwoper Training

Continued from page 6

working for Crowley) took part in a swift cleanup operation which recovered much of the oil and allowed San Juan Harbor to stay open.

Topics covered in the training at the SIU halls in Jacksonville and San Juan (both in the 8- and 24-hour courses) included legal overviews of the Occupational Safety and Health Administration (OSHA) and U.S. Coast Guard regulations; basic chemistry of hazardous materials; use and care of different safety and breathing equipment; emergency first aid; sampling techniques; emergency response plans; decontamination; and many other subjects.

(As of February 19, 1993, any vessel handling, storing, transporting or lightering oil in U.S. navigable waters must submit a response plan to the Coast Guard. The plan must address notification procedures, spill mitigation procedures, shore-based response activities and a list of contacts, among other things. As of August 19, 1993, any such vessel not operating under a plan may not transport or handle oil in U.S. waters.)

Seafarers who have completed the courses should be able to identify the hazardous material, monitor the danger level, select and use the appropriate safety gear (such as boots, gloves, protective suits, etc.), contain the spill

(whether the hazardous material is only on board the vessel or also is in the water), and identify the solution needed for decontamination of the equipment.

According to Jones, the hazardous material may be any one or more of thousands. "We cover how to handle just about any dangerous material there is—everything from cleaning solutions to highly flammable gasses," the instructor noted.

Jones pointed out that the information presented to the SIU members in both locations should be useful to them on a daily basis.

San Juan Port Agent Steve Ruiz noted that the training "was outstanding and the participation incredible."

## Stewards Emphasize Upgrading

Continued from page 7

question-and-answer sessions between the students and representatives of the SIU's contracts, communications, government affairs and welfare, training, vacation and pension fund departments. These sessions are designed to enhance Seafarers' understanding of their union's operations; they also provide upgraders with the latest information from each department so it may be relayed to crewmembers aboard ships.

Additionally, during a visit to SIU headquarters in Camp Springs, Md., the stewards met with SIU President Michael

Sacco and SIU Executive Vice President Joseph Sacco to review matters of importance to the union and the maritime industry.

Scott summarized the importance of upgrading when she said that the purpose of such courses is to enhance Seafarers' performances on ships.

"It's important that we apply what we learn at the school, because [mariners on U.S.-flag ships] are constantly scrutinized. We need to prove ourselves every day in order to keep the jobs and wages we have, as well as to give us the power to gain more ships and more jobs," she said.





# Come to Piney Point and Experience The Wonders of Southern Maryland

**W**here black-eyed Susans can be found growing in abundance along picturesque

country roads and where history has been preserved so that modern-day explorers can step back into colonial times, this is where Seafarers will find a vacation land that will provide enjoyment for the entire family at the Paul Hall Center for Maritime Training in Piney Point, Md.

Located in historic St. Mary's County in Southern Maryland, Seafarers vacationing at the Paul Hall Center need only step outside of the facility's gates to discover the beauty and splendor that the region has to offer.

Fishing, swimming, sunning, boating, picnicking and exercising are just a few of the fun-filled activities available for Seafarers staying at the Paul Hall Center, which is nestled on the banks of St. George's Creek.

Offering affordable accommodations and satisfying meals, the maritime center is an ideal escape from everyday life.

While there is little need to journey outside of the peaceful 60-acre waterfront site that the Paul Hall Center calls its own, there are numerous recreational and sightseeing opportunities for history lovers to relish.

With the Potomac River to the west, the Chesapeake Bay to the east and the Wicomico and Patuxent rivers splitting it in the middle, Southern Maryland was borne of and is still ruled by a life and love of the water.

The counties of the area, St. Mary's, Charles and Calvert, boast many summer festivals, celebrations and wondrous sites not to be missed by vacationing Seafarers and their families.

### St. Mary's County

In walking distance of the center, Seafarers can enjoy a picnic at the tables surrounding the Piney Point Lighthouse.

Dating back to 1836, the unique tower-design lighthouse was the first permanent lighthouse built on the Potomac River. It is the only remaining accessible lighthouse in its original location in Southern Maryland.

Seafarers need only drive a few more minutes down the country roads of St. Mary's County to retrace the footsteps of the first settlers in Maryland's earliest seat of government: St. Mary's City.

This is the land where colonists sent by the second Lord Baltimore in 1634 established the fourth permanent settlement in British North America.

Today the site is an 800-acre living history museum complete with authentically costumed interpreters who make the past come alive in a reconstructed 17th-century village.

While activities of the historic city are continuous from March through November, notable festivities are conducted during the summer months.

Charter Days: June 15-16. Vacationers can partake in the annual celebration of Maryland's first constitution complete with period dress, drink, food and entertainment.

Tidewater Archaeology Dig: July 27-28. Visitors can experience hands-on archaeological opportunities at the site of Maryland's first capital.

St. Mary's Governor's Cup Yacht Race: August 2-3. Located on the St. Mary's College waterfront in St. Mary's City, Seafarers and their families can witness the largest overnight yacht race on the East Coast.

While St. Mary's City may be fascinating, it is only one of many places Seafarers and their families can visit in St. Mary's County.

In one of Maryland's first industrial districts, Great Mills, Seafarers can discover Cecil's Old Mill.

Built in 1900, the mill now is home to more than 60 local artisans and craftsmen who display and sell their exceptional work.

At Point Lookout State Park in Scotland, Md. Seafarers and their families can visit the museum exhibits depicting Point Lookout's role in the Civil War.

Two monuments at Point Lookout Confederate Cemetery show where Confederate prisoners are buried. Also part of the state park are the remains of Fort Lincoln which was built by Confederate prisoners of war under Union supervision.

### Calvert County

Adjoining St. Mary's County across the Thomas Johnson Bridge over the Patuxent River is Calvert County.

Once over the bridge, Seafarers can stop and enjoy Solomons Island, a quiet

waterfront village and harbor that has numerous restaurants and unique shops.

Guests to the island can visit the renowned Calvert Marine Museum, where the maritime histories of the Patuxent River and the Chesapeake Bay are revealed.

While traveling on through Calvert County, vacationing Seafarers can stop at the Jefferson Patterson Park and Museum located in St. Leonard.

Situated on 512 acres of land on the Patuxent River and St. Leonard Creek, the park is an environmental preserve with more than 70 archaeological sites documenting many years of Maryland's rural history. Families are bound to find the museum exhibits, archaeology, nature trails and wagon tours exciting.

With no point in the county being more than five miles from navigable water, Seafarers can try charter boat fishing and venture onto the Chesapeake Bay in search of a big catch.

Or, just south of Prince Frederick, the county seat of Calvert County, families can visit Battle Creek Cypress Swamp Sanctuary where sabertooth tigers and mammoths roamed the Maryland swamps of 100,000 years ago. The 100-acre sanctuary protected by Maryland Nature Conservancy contains one of the northernmost significant stands of bald cypress trees in North America.

While Seafarers may be fascinated by the happenings and sites available in St. Mary's and Calvert Counties, the spectacular mix of beauty and history continues when one ventures a bit further and crosses the county line into Charles County.

### Charles County

Charles County prides itself with four state and five county parks. If fishing is a passion, natives relate that the county has the best bass fishing in the world.

Among the area's highlights, Charles County claims the circa-1650 village of Port Tobacco. The preserved village is one of the oldest communities on the East Coast and existed as the first Indian settlement of Potopaco, a major seaport in the 17th-century.

Not far from the historic village, in La Plata, vacationers can visit the 1790 Mt. Carmel

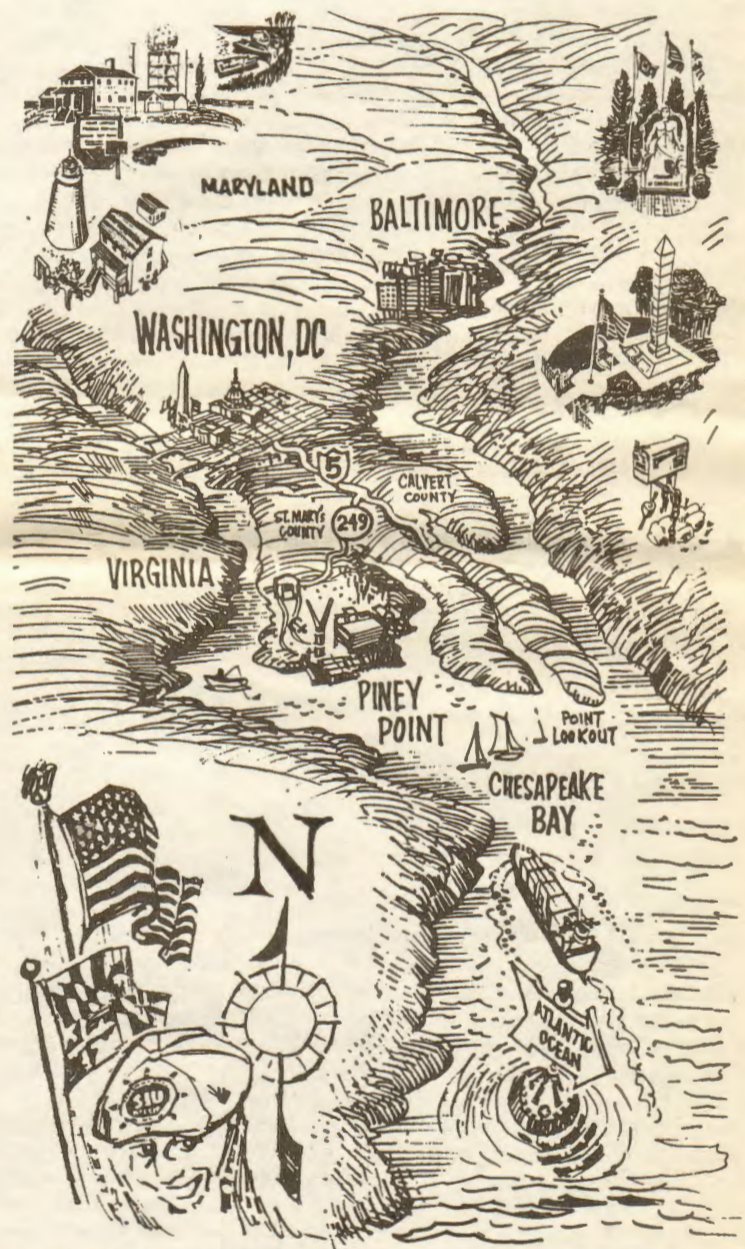
Monastery. Two of the seven original buildings belonged to the first convent of religious women in the original 13 colonies.

In White Plains, Seafarers can take their children to visit the Piscataway Indian Museum where exhibits, displays and a trading post preserve the American Indian culture.

In Marbury, families can pay a visit to the former plantation of William Smallwood, a Maryland patriot leader during the era of the Revolutionary War. "Smallwood's Retreat," the name of the plantation house, is the highlight of the park. The entire estate reflects the lifestyle of a Southern Maryland "gentleman" and planter of the late colonial and early national period because,

as history books explain, General Smallwood was such an individual. While Southern Maryland may capture the hearts of many Seafarers and their families when enjoying a Piney Point vacation, there are still many more sights to behold outside of the historic region.

Baltimore and Annapolis, both large and fascinating Maryland cities, have many more interesting landmarks and summer festivals and fairs. Also, the nation's capital of Washington is only a 90-minute drive from the center. However, it will take more than a weekend—and even more than one week—to take in all the sights and happenings surrounding the Paul Hall Center.



## SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

4/96

Name: \_\_\_\_\_

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone number: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

Date of arrival: 1st choice: \_\_\_\_\_ 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_ (Stay is limited to two weeks)

Date of departure: \_\_\_\_\_

### UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	\$ 9.45/day
Child	\$ 9.45/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals.

Send this completed application to the Seafarers Training & Recreation Center,  
P.O. Box 75, Piney Point, MD 20674.

# The Jones Act: Cabotage Law Works for All Americans

Each day in the United States an average of nearly 2.7 million tons of cargo is moved on U.S.-flag vessels covered by the 1920 cabotage law, better known as the Jones Act.

The importance of the Jones Act can be seen when looking at a map of the United States. A total of 23 states have a shoreline along the Atlantic Ocean, Pacific Ocean or Gulf of Mexico. Eight states are located on the banks of the Great Lakes. More than half of the 50 states have rivers, lakes and harbors that make up the nation's 25,777 miles of navigable waterways.

Found in Section 27 of the Merchant Marine Act of 1920, the Jones Act states that cargo destined from one domestic port to another must be moved aboard a U.S.-crewed, U.S.-built and U.S.-owned vessel.

**Did you know...**

That 87 percent of all shipboard employment opportunities for U.S. merchant mariners comes aboard vessels covered by the Jones Act?

**Did you know...**

That 97 percent of all U.S.-flag waterborne commerce comes from vessels covered by the Jones Act?

**Did you know...**

That the Jones Act applies to maritime commerce between the U.S. mainland and Puerto Rico, the U.S. mainland and Hawaii and Guam, and domestic ports on the Great Lakes as well as river traffic and harbor tugs within the borders of the U.S.?

For more than 75 years, the Jones Act has guaranteed that American crews operated the vessels on the nation's waterways, ensuring that the boats, ships and barges met the high safety and environmental standards set by the U.S. government. The law also has provided the U.S. armed forces with the security that trained American merchant mariners would be available to crew U.S.-flag ships in times of national emergencies or war.

**Build Up U.S. Fleet**

When the Jones Act was enacted, the United States had just finished its involvement in World War I. The Merchant Marine Act of 1920 sought to address some of the problems dealing with the U.S.-flag merchant fleet during the war years.

One of the problems was that America's merchant fleet was woefully unprepared for war in Europe. The nation embarked on a major shipbuilding program.

During the debate on the Merchant Marine Act of 1920,

Senator Wesley Jones (for whom the Jones Act is named) of Washington told his fellow senators, "Nations are not free that depend on foreign fleets to carry their products and bring them their supplies."

A strong supporter of a U.S.-flag merchant fleet, Jones was recalling what happened to America only a few years earlier.

At the turn of the century, American producers and storekeepers depended heavily on the British merchant fleet to move their goods. However, the Americans were forced to pay higher rates to transport their wares when the British fleet was called into service to assist that nation's troops during the Boer War in South Africa in 1899, then again to support the forces fighting in Europe during World War I (1914-1918).

Jones foresaw a future where privately owned American steamship lines would institute regular service to move American goods.

"Our shipowners and ship operators must be placed as nearly as possible on an equity in operating costs and operating conditions with their competitors," Jones stated during the debate on the 1920 measure. "Unless proper steps are taken to do these things, it will be but a short time until our fleet will be dissipated and our flag driven from the sea, and we will again be in the same dependent and humiliating position we were before the war."

**National Security Aspects**

Today, the Jones Act continues to provide for the national security in a variety of ways.

Besides confirming the fact that all vessels plying the nation's waterways are American owned, it answers the call issued by Senator Jones in 1920 to create a stable investment climate for American shipbuilders and ship operators. From the ranks of the Jones Act fleet come trained American mariners to crew the nation's Ready Reserve Force (RRF) vessels. These ships are docked in various ports around the country and are activated in times of war or national emergency. RRF ships recently were called to action during the Persian Gulf War as well as during the military efforts in Haiti, Somalia and Bosnia.

To show how much things have changed since the beginning of the 20th century, U.S.-flag vessels were used in December 1995 to move British troops and supplies to Bosnia because the United Kingdom did not have the available ships in its dwindling fleet. A recent investigation by the British parliament, which has revealed much of that nation's cabotage laws, revealed its merchant fleet was not capable of supporting a military operation.

With regard to shipbuilding, the domestic fleet covered

by the Jones Act is expected to create 70 percent of the future construction opportunities within U.S. shipyards. This will ensure that skilled labor and technology stay in the U.S. and can be called upon in times of crisis.

**All States, Territories Impacted**

Because the Jones Act stipulates that U.S.-flag vessels ply the nation's waterways, the towns and villages along the oceans, lakes and rivers are assured that the vessels and marine equipment operating near their communities meet stringent U.S. safety and environmental laws.

Safety and environmental laws are not the only way the 1920 law affects every state as well as the U.S. offshore territories.

Besides covering the waterborne commerce on America's inland waterways, the Jones Act also covers the movement of goods along the nation's Atlantic, Gulf and Pacific coastlines.

Goods transported between the continental United States and Hawaii and Alaska fall under the measure's jurisdiction as does trade between the U.S. and Puerto Rico in the Caribbean and Guam in the Pacific.

But how can the Jones Act play an active role in the economies of such landlocked states as Nebraska or Montana?

First, American mariners come from all over the United States. The income they draw from working on U.S.-flag vessels allows them to buy groceries, clothing and other staples from local merchants, keep money in a local bank, and pay state and local taxes which support schools, highway construction and other needed projects.

However, each state benefits in another way. Jones Act vessels, along with surface transportation modes, carry goods that originate from all states and take finished products back. These products include such items as coal, petroleum goods, lumber, grain, iron ore and much, much more.

**Cabotage Found Worldwide**

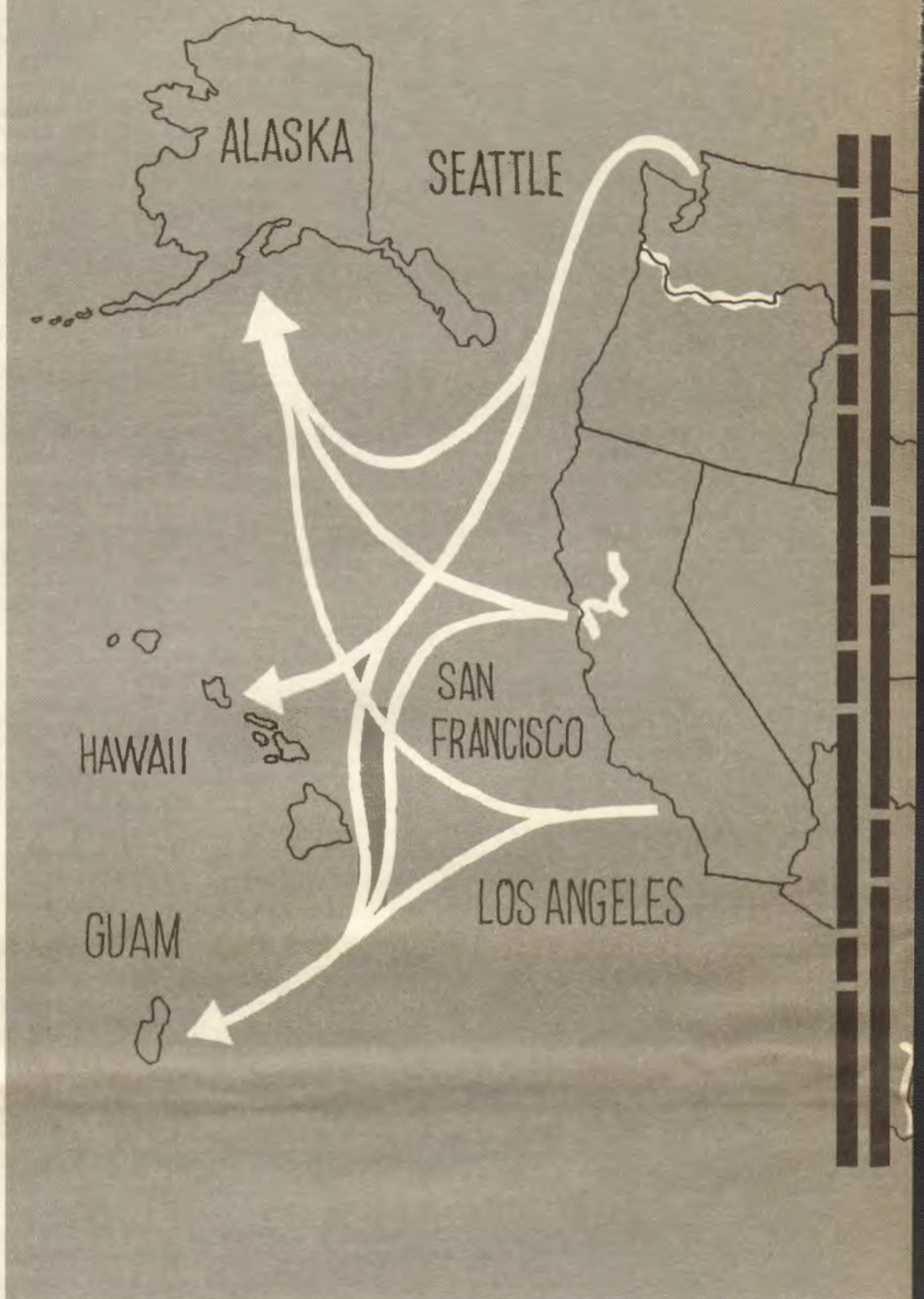
Cabotage laws are not unique to the United States.

A survey conducted by the Maritime Administration (MarAd) of 57 maritime nations revealed 47 countries had laws on their books restricting foreign access to their domestic trades.

Among the nations who responded to MarAd that they have cabotage restrictions, crewing requirements and ownership restrictions were China, Finland, Greece and Japan.

Other nations—like Germany, South Korea and Sweden—stated they limited cargo carried within their borders to vessels registered in their country.

## U.S. Cabotage Routes



## Jones Act Was Created to Ensure

While the Jones Act is not the only law governing the movement of goods between U.S. ports, it is probably the best known.

The Jones Act is the common name for Section 27 of the Merchant Marine Act of 1920. It has been dubbed the Jones Act because it was sponsored by Senator Wesley R. Jones, a Republican from the state of Washington.

(The Merchant Marine Act of 1920 called for the promotion and maintenance of the American merchant marine. It also sought to create a strong shipbuilding industry within the country.)

After World War I, Jones, who served as chairman of the Senate Commerce Committee, sought to make America free from dependence on rapacious foreign shipping by having a U.S.-flag merchant fleet play a major role in world trade. The senator saw this period as "a splendid time to unshackle ourselves . . . to promote our welfare in the world's readjustment."

In proposing and supporting Section 27, Jones took up the suggestion of W.S. Benson, chairman of the U.S. Shipping Board, the forerunner of today's Maritime Administration.

In a letter dated April 19, 1920, Benson advised Jones, "Unless our coasting fleet be wholly and unequivocally owned by loyal United States citizens, it cannot be rated a dependable unit in time of national emergency. Such dependability must always be insured,

and this can only be accomplished by a 100 percent bona fide American coasting trade."

When Jones proposed the 1920 Merchant Marine Act, he faced criticism from abroad.

Jones responded by noting that the government had to be prepared for any attack:

"We are entering no brood of ships seeking our part of the world, and foul will be used to do us wrong. We must be made upon us from every side. The cheek will win. We must maintain ourselves, and we must be used to advance."

The amendment was accepted as an overall measure.

The Jones Act was a landmark cabotage bill enacted by Congress in 1789. In fact, nine of the first 10 bills introduced in Congress in its initial years were related to shipping. What follows is a brief history of the U.S. coastal shipping industry affecting the U.S. coastal shipping industry in the United States:

- 1789 — Duties are levied on goods imported aboard U.S.-flag vessels.
- 1791 — U.S.-flag vessels are required to be crewed by U.S. citizens.



**re Dependable Merchant Fleet**

omplished by making 100 U.S. citizens in American shipyards and commanded by an ownership the only key to an American.

1793 — All vessels in the domestic coastal trades are required to be U.S.-flag, U.S.-owned vessels.

1793 — Foreign-flag fishing vessels are prohibited from landing any part of their catch in U.S. ports.

1817 — Goods carried from one U.S. port to another by a foreign vessel are subject to forfeiture.

1866 — Foreign vessels are prohibited from taking cargo from one U.S. port to a foreign port, then having it shipped to another U.S. port by amending the 1817 law.

1874 — Foreign-built fishing vessels are prohibited in domestic fishing.

1886 — Foreign vessels are prohibited from carrying passengers from one U.S. port to another.

1892 — Foreign vessels are allowed to register under U.S. flag only if owners build an equal amount of tonnage in U.S. shipyards. Formerly foreign-owned vessels are prohibited from trading in U.S. domestic commerce.

1893 — Reinforced 1866 amendment against split voyages after the U.S. Court of Appeals overturned the act.

1898 — All vessels engaged in domestic trade must be built in U.S. shipyards to American specifications. Owners must be Americans.

1920 — Movement of domestic cargo is limited to U.S.-owned, U.S.-crewed, U.S.-flag vessels.

Cabotage Laws from Around the World			
Country	Cabotage Restrictions	Crewing Requirements	Ownership Restrictions
Algeria	X	X	X
Argentina	X	X	X
Australia	X	X	
Bahamas	X	X	X
Belgium		X	
Brazil	X	X	X
Bulgaria	X	X	X
Canada	X	X	
Chile	X	X	X
China	X	X	X
Colombia	X	X	X
Denmark		X	X
Ecuador	X	X	X
Egypt	X	X	X
Finland	X	X	X
France	X	X	
Germany	X		
Greece	X	X	X
Honduras	X	X	X
Hungary	X	X	X
India	X	X	X
Indonesia	X	X	X
Italy	X		
Ivory Coast		X	X
Japan	X	X	X
Malaysia	X	X	X
Malta	X		
Mexico	X	X	X
Netherlands			X
New Zealand	X	X	X
Nigeria		X	X
Norway			X
Peru	X	X	X
Philippines	X	X	X
Poland	X		X
Romania	X	X	X
Saudi Arabia	X		X
South Korea	X		X
Spain	X	X	
Sweden	X		X
Taiwan	X	X	
Thailand	X	X	X
United Kingdom		X	
Uruguay	X	X	
USSR	X	X	X
Venezuela	X	X	X
Yugoslavia	X	X	

Source: U.S. Department of Transportation



### Welcome Ashore

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

A 50-year veteran of the engine department is among the 14 Seafarers who are announcing their retirements this month.

George Elot Jr. began sailing with the SIU in 1945 from the port of Norfolk, Va. He is one of five pensioners retiring this month who sailed the deep seas. Of the others, three each navigated the inland waterways or sailed the Great Lakes or worked in the railroad marine division.

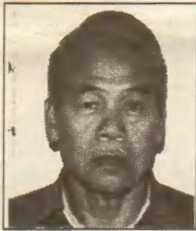
Among this month's retirees, Abdul R. Hassan completed the steward recertification course at the Lundeberg School. This course offers the highest level of training for steward department members at the Piney Point, Md. facility.

Seven of the retiring Seafarers served in the U.S. military — six in the Army and one in the Navy.

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

#### DEEP SEA

**PATRICIO CAPITO**, 65, began his career with the Seafarers in 1974 in the port of Wilmington,



Calif. Brother Capito sailed in both the deck and engine departments. Born in the Philippine Islands, he makes his home in California.

**RAMON DeLaPAZ**, 65, started sailing with the SIU in 1957 in the port of New York. Born in Puerto Rico, he sailed as a member of the steward department. Brother DeLaPaz has retired to New York.

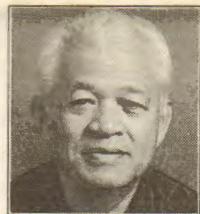


**GEORGE ELOT JR.**, 69, joined the Seafarers in 1945 in the port of Norfolk, Va. The Illinois

native sailed in the engine department and upgraded to QMED at the Lundeberg School in Piney Point, Md. Brother Elot resides in New York.

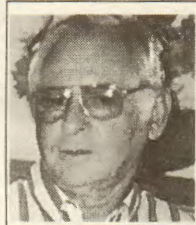
**EMMANOUIL HALKIAS**, 61, began sailing with the SIU in 1962 from the port of New York. Brother Halkias shipped in the deck department and upgraded at the Lundeberg School. Born in Greece, he has retired to his native country.

**ABDUL R. HASSAN**, 65, started sailing with the Seafarers in 1966 from the port of



New York. A member of the steward department, Brother Hassan upgraded frequently at the Lundeberg School and completed the steward recertification course there in 1982. Born in Malaysia, he now makes his home in Florida.

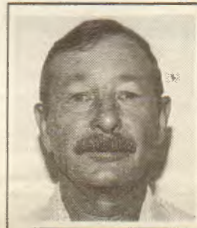
#### INLAND



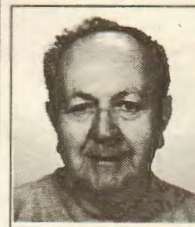
**JACK A. COOLEY**, 62, joined the SIU in 1968 in the port of Mobile, Ala. The Mississippi native

worked as a crane operator primarily for Dravo Basic Materials, formerly known as Radcliff Materials. Boatman Cooley has retired to Alabama.

**WILFRED POPOUR**, 62, started his career with the Seafarers in 1977 in the port of Jacksonville, Fla. after serving 20 years in the U.S. Navy. A member of the deck department, Boatman Popour upgraded at the Lundeberg School. He was licensed as a towboat operator and last sailed as a captain. Born in Michigan, Boatman Popour resides in Florida.



**HARRY E. SPRINGFIELD SR.**, 66, began his SIU career



in 1967 in the port of New York. Boatman Springfield sailed on deep sea vessels and later trans-

ferred to the inland division. The New Jersey native sailed in the steward department and upgraded to chief cook at the Lundeberg School. Boatman Springfield lives in New Jersey.

#### GREAT LAKES

**WILLIAM F. COYER**, 62, joined the Seafarers in 1961 in the port of Buffalo, N.Y. Sailing in the deck department, the New York native upgraded at the Lundeberg School. From 1956 to 1958, he served in the U.S. Army. Brother Coyer still calls New York home.

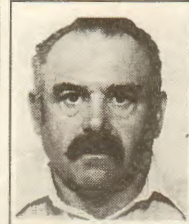
**JOSEPH WILLARD**, 62, joined the SIU in 1962 in the port of Toledo, Ohio. The Ohio native sailed as a member of the deck department. From 1952 to 1955, he served in the U.S. Army. Brother Willard lives in Ohio.



**DANIEL J. DALY**, 61, started his career with the SIU in 1963 in the port of Chicago. Sailing in the deck department, Brother Daly began shipping in the in-

land division and later transferred to Great Lakes vessels. From 1954 to 1956, he served in the U.S. Army. Born in New York, Brother Daly has retired to Florida.

#### RAILROAD MARINE



**JOSEPH BAKO**, 65, joined the Seafarers in 1983 in the port of New York. He sailed as a member of

the deck department. Born in Italy, Brother Bako lives in New York.

**LEONARD A. DOWNS SR.**, 67, started his career with the SIU in 1968 in the port of Norfolk, Va. Sailing in the deck department, the Virginia native upgraded at the Lundeberg School. From 1948 to 1952, he served in the U.S. Army. Brother Downs still calls Virginia home.

**CHARLES GWALTNEY**

65, began his career with the Seafarers in 1947 in the port of Norfolk, Va. The Virginia native sailed in the deck department. From 1951 to 1953, Brother Gwaltney served in the U.S. Army. He has retired to Virginia.



### Fresh Coat for Overseas Washington



While receiving instructions before beginning the day's work aboard the Overseas Washington, deck department crewmembers pose on the Maritime Overseas tanker. From the left are 3rd Mate William Kelly, Bosun Cesar Gutierrez (who provided the Seafarers LOG with this photograph), AB Dennis Goodwin and AB Ishmael Bryan. At the time the photograph was taken, the vessel was on a run in the Gulf of Mexico.

### Retired Bosun Renews Acquaintance with Shipmate



Senator Christopher Dodd (D-Conn.) (center), who briefly sailed with the SIU in the mid-1960s, chats with SIU Vice President West Coast George McCartney (left) and retired Recertified Bosun Tony Palino during a recent dinner honoring Rep. Nancy Pelosi (D-Calif.). McCartney recalled that in 1964, while he was a dispatcher at the SIU hall in New York, he shipped Dodd (then a college student occasionally sailing as an OS) to the SS Transglobe of Hudson Waterways. "Tony Palino was the bosun on that ship," McCartney recently told the Seafarers LOG. "This dinner was the first time that he and Senator Dodd met since they sailed together in 1964."



**Seafarers International Union Directory**

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

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

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

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

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

**HONOLULU**  
606 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

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

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

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

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

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

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

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

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

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

Government Services Division  
(415) 861-3400

**SANTURCE**  
1057 Fernandez Juncos Ave., Stop 16½  
Santurce, PR 00907  
(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**

FEBRUARY 16 — MARCH 15, 1996

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

Port	DECK DEPARTMENT								
	0	31	4	0	3	0	0	44	7
Algonac	0	31	4	0	3	0	0	44	7
Port	ENGINE DEPARTMENT								
	0	12	3	0	6	0	0	12	3
Algonac	0	12	3	0	6	0	0	12	3
Port	STEWARD DEPARTMENT								
	0	11	2	0	2	0	0	11	2
Algonac	0	11	2	0	2	0	0	11	2
Port	ENTRY DEPARTMENT								
	0	13	10	0	0	0	0	43	18
Algonac	0	13	10	0	0	0	0	43	18
<b>Totals All Departments</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>30</b>

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

**Dispatchers' Report for Inland Waters**

FEBRUARY 16 — MARCH 15, 1996

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

Region	DECK DEPARTMENT								
	4	0	0	5	0	0	13	2	0
Atlantic Coast	4	0	0	5	0	0	13	2	0
Gulf Coast	1	3	8	0	1	2	3	3	17
Lakes & Inland Waters	51	0	0	9	0	0	21	0	0
West Coast	4	2	7	21	1	3	10	4	22
<b>Totals</b>	<b>60</b>	<b>5</b>	<b>15</b>	<b>35</b>	<b>2</b>	<b>5</b>	<b>47</b>	<b>9</b>	<b>39</b>
Region	ENGINE DEPARTMENT								
	3	0	0	1	0	0	2	1	1
Atlantic Coast	3	0	0	1	0	0	2	1	1
Gulf Coast	1	0	0	0	1	0	1	0	0
Lakes & Inland Waters	11	0	0	0	0	0	4	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>1</b>
Region	STEWARD DEPARTMENT								
	1	0	0	0	0	0	2	0	0
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	16	1	0	3	0	0	3
Lakes & Inland Waters	4	0	0	0	0	0	7	0	0
West Coast	1	0	4	2	0	1	2	0	16
<b>Totals</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>19</b>
<b>Totals All Departments</b>	<b>81</b>	<b>5</b>	<b>35</b>	<b>39</b>	<b>3</b>	<b>9</b>	<b>65</b>	<b>10</b>	<b>59</b>

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

**SIU BULLETIN BOARD**

**MEMBERSHIP MEETING SET FOR APRIL 24 IN PORT ARTHUR**

A general informational Seafarers membership meeting will be held at 1 p.m. on Wednesday, April 24. It will take place at St. Mary's Catholic Church, 545 Savannah Ave. in Port Arthur, Texas.

For more information about the meeting, contact the Houston SIU hall.

**PUBLIC HEALTH RECORDS AVAILABLE**

Members who were treated at United States Public Health Service Hospitals may obtain their medical records by writing to PHS Health Data Center, GWL Hansen's Disease Center, Carville, LA 70721.

To make sure a request is answered quickly, be sure to include the name, date of birth, social security number, facility where treatment was received and the approximate dates of treatment for the individual in question.

**UPDATE YOUR ADDRESS**

In order to ensure that SIU members and pensioners receive a copy of the *Seafarers LOG* each month—as well as other important mail—a correct home address must be on file with the union.

If you have moved recently and have not yet notified the union, go to your nearest SIU hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.

**SEAFARERS MUST RENEW Z-CARDS BY 1999**

Merchant seamen must renew their z-cards every five years, according to U.S. Coast Guard regulations. In order to keep their merchant mariner's documents up to date, Seafarers can use the chart on the right. Renewal dates are determined by the issuance date on the z-cards. The exact date of expiration matches the month and date when the document was issued.

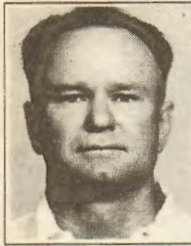
Issuance Year	1990	1991	1992	1993	1994
	1985	1986	1987	1988	1989
	1980	1981	1982	1983	1984
	1975	1976	1977	1978	1979
	1970	1971	1972	1973	1974
	1965	1966	1967	1968	1969
	1960	1961	1962	1963	1964
	1955	1956	1957	1958	1959
	1950	1951	1952	1953	1954
	1945	1946	1947	1948	1949
	1940	1941	1942	1943	1944
			1937	1938	1939
Renewal Year	1995	1996	1997	1998	1999

Source: Federal Register, September 27, 1994

# Final Departures

## DEEP SEA

### WARREN D. ALDERMAN



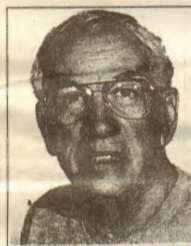
Pensioner Warren D. Alderman, 85, passed away February 7. A native of Florida, he joined the Seafarers as a charter member in 1939 in the port of Miami. Sailing in the deck department, Brother Alderman first sailed on the *Joseph R. Parrot* operated by Eastern Steamship Co. Prior to his retirement in May 1963, he last sailed aboard the *Del Sud*.

### ALFRED D. ALLEN



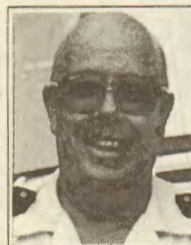
Pensioner Alfred D. Allen, 85, died January 18. Born in the Philippines, he began sailing with the SIU in 1961 in the port of Seattle. Brother Allen sailed as a member of the steward department and began receiving his pension in July 1987.

### IRA O. BEADLING



Ira O. Beadling, 67, passed away February 24. Brother Beadling started his career with the Marine Cooks & Stewards (MC&S) in the late 1950s in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He upgraded at the MC&S training facility in Santa Rosa, Calif. in 1966. The Pennsylvania native last sailed in 1989 aboard the *Independence* operated by American Hawaii Cruises. From 1951 to 1953, he served in the U.S. Army.

### HARRY BOURNE



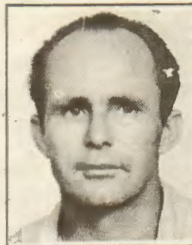
Pensioner Harry Bourne, 68, died February 13. He joined the MC&S before that union merged with the SIU's AGLIWD. Brother Bourne last sailed as a chief steward in June 1992 aboard the *Sea-Land Express*. From 1950 to 1953, he served in the U.S. Air Force. A resident of Oregon, Brother Bourne began receiving his pension in March 1993.

### U.L. GOFF GRADY



Pensioner U.L. Goff Grady, 67, passed away December 23, 1995. The Arkansas native began his career with the MC&S in 1965 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Grady retired to California in October 1992.

## HANS E. HANSEN



Pensioner Hans E. Hansen, 83, died January 17. A native of Florida, he started his career with the Seafarers in 1940 in the

port of Miami. Brother Hansen sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md. He last sailed as a bosun. A resident of Georgia, Brother Hansen started receiving his pension in December 1979.

### ALBERTO E. HARLAND



Pensioner Alberto E. Harland, 74, passed away January 11. Born in Hawaii, he joined the MC&S in 1961 in the

port of San Francisco, before that union merged with the SIU's AGLIWD. A World War II veteran, he served in the U.S. military from 1941 to 1945. Brother Harland lived in California and retired in November 1983.

### WILLIS A. HARPER



Pensioner Willis A. Harper, 79, died January 16. Brother Harper joined the Seafarers as a charter member in 1938 in the port of

Norfolk, Va. The North Carolina native sailed in the deck department. During World War II, he served in the U.S. Army from 1941 to 1945. A resident of Virginia, Brother Harper began receiving his pension in July 1974.

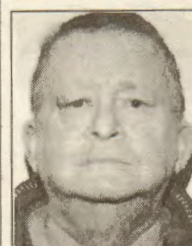
### ALBERT A. HATT



Pensioner Albert A. Hatt, 77, passed away February 5. He began his career with the SIU in 1944 in the port of New

York. Sailing in the engine department, Brother Hatt upgraded at the Lundeberg School. During his career, he was active in several union organizing drives and beefs. Born in the British West Indies, he became a U.S. citizen and retired in December 1980.

### DONALD E. HINES



Pensioner Donald E. Hines, 69, died January 11. A native of Washington state, he began sailing with the

Seafarers in 1968 from the port of Seattle. Brother Hines shipped in the engine department and upgraded his skills at the Lundeberg School. From 1947 to 1963, he served in the U.S. Army. Brother Hines lived in Washington and began receiving his pension in June 1993.

## INLAND

### JOHN H. HICKMAN

John H. Hickman, 56, died October 30, 1995. Born in Delaware, he started his career with the Seafarers in 1965 in the port of Philadelphia. Boatman Hickman sailed in the engine department. From 1956 to 1958, he served in the U.S. Army.

### THEODORE J. JAMES



Theodore J. James, 30, passed away January 21. He graduated from the Lundeberg School's in-land training program for

entry level seamen in 1989 and joined the SIU in the port of Piney Point, Md. Boatman James sailed as a member of the deck department.

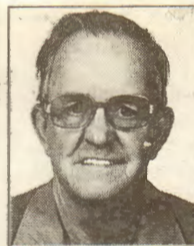
### JOHN H. JONES



Pensioner John H. Jones, 68, died December 11, 1995. Boatman Jones began sailing with the Seafarers in 1955 from

the port of Philadelphia. The Maryland native sailed in the deck department. From 1945 to 1947, he served in the U.S. Navy. Boatman Jones retired in November 1989.

### JAMES H. KELLY



Pensioner James H. Kelly, 78, passed away November 21, 1995. A native of Pennsylvania, he started his career with

the SIU in 1940 in the port of Philadelphia. A member of the deck department, he last sailed as a tugboat captain. Boatman Kelly was a resident of Florida and began receiving his pension in February 1979.

### ROBERT ODOM



Pensioner Robert Odom, 71, died December 25, 1995. He joined the Seafarers in 1956 in the port of Mobile, Ala.

The Alabama native sailed in both the deck and steward departments. From 1950 to 1952, he served in the U.S. Army. Boatman Odom retired to Alabama in June 1987.

### TED H. PEADEN



Pensioner Ted H. Peaden, 75, passed away March 3. Born in Alabama, Boatman Peaden

started his career with the SIU in 1957 in the port of New Orleans. A member of the deck department, he last sailed as a captain. Boatman Peaden sailed primarily with Dixie Carriers. He began receiving his pension in January 1985.

## WALTER L. SCHROEDER



Pensioner Walter L. Schroeder, 70, died November 29, 1995. Boatman Schroeder began sailing with the SIU

in 1961 from the port of Philadelphia. As a member of the deck department, he advanced from deckhand to pilot. He served in the U.S. Navy from 1942 to 1948. Boatman Schroeder retired in December 1987.

### THOMAS W. SIMS

Pensioner Thomas W. Sims, 75, passed away October 13, 1995. A native of Louisiana, he joined the Seafarers in 1964 in the port of Port Arthur, Texas. Boatman Sims sailed as a member of the steward department. A World War II veteran, he served in the U.S. Navy from 1941 to 1947. Boatman Sims began receiving his pension in March 1991.

### JOSEPH B. THOMAS

Joseph B. Thomas, 54, died January 19. Boatman Thomas started his career with the SIU in 1975 in the port of Norfolk, Va. The Virginia native sailed as a member of the steward department.

### THERIN D. WILSON



Pensioner Therin D. Wilson, 68, passed away January 5. Born in Arkansas, he began sailing with the Seafarers in

1962 from the port of Houston. As a member of the deck department, Boatman Wilson advanced from deckhand to captain. From 1944 to 1953, he served in the U.S. Navy. He retired in October 1989.

## GREAT LAKES

### SYLVESTER J. BRZOWSKI



Pensioner Sylvester J. Brzowski, 83, passed away January 15. He joined the SIU as a charter member in 1939 in the port of

New York. The New York native sailed in the deck department as a wheelman. Brother Brzowski began receiving his pension in June 1975.

### DALE J. GRANGER



Dale J. Granger, 35, died December 27, 1995. Brother Granger started his career with the Seafarers in 1993 in the

port of Duluth, Minn. Sailing in the deck department, he shipped primarily aboard Kinsman Lines vessels.

### WILLIAM S. GRAY

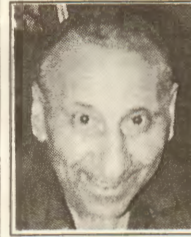
Pensioner William S. Gray, 61, passed away January 23. Brother



Gray started his career with the SIU in 1968 in the port of Detroit. The Michigan native sailed in the deck department.

Brother Gray began receiving his pension in May 1991.

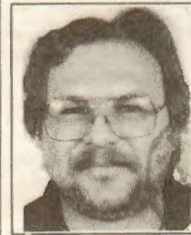
### PAUL P. GRECO



Pensioner Paul P. Greco, 69, died December 15, 1995. A native of Minnesota, he joined the SIU in 1961 in the port of

Duluth, Minn. Brother Greco sailed as a member of the deck department. A World War II veteran, he served in the U.S. Army from 1943 to 1945. Brother Greco retired in August 1988.

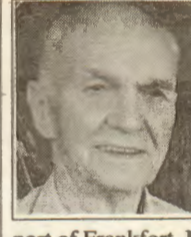
### ALLEN H. HANNAN



Allen H. Hannan, 37, passed away January 1. Born in Michigan, he started his career with the Seafarers in 1991 in the

port of Detroit. He last sailed in June 1995 aboard the *Paul Townsend* operated by Cement Transit Co.

### GEORGE E. PALM



Pensioner George E. Palm, 87, died November 2, 1995. Brother Palm joined the Seafarers in 1953 in the

port of Frankfort, Mich. The Michigan native sailed in the deck department and began receiving his pension in October 1969.

### FRED PIOTROWSKI



Pensioner Fred Piotrowski, 72, passed away November 3, 1995. Born in Michigan, he started his career with

the SIU in 1960 in the port of Detroit. Brother Piotrowski sailed in both the engine and deck departments. During World War II, he served in the U.S. Army from 1943 to 1946. Brother Piotrowski resided in Florida and retired in July 1988.

## ATLANTIC FISHERMEN

### WILLIAM "ZEKE" ENOS



Pensioner William "Zeke" Enos, 76, passed away January 16. A native of Massachusetts, he joined the Atlantic Fishermen's

Union in 1946 in the port of Gloucester, Mass. Brother Enos sailed as a mate and a twinerman. He retired to California in January 1982.

## Letters to the Editor

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

### Chapters Work for All Merchant Seamen

The American Merchant Marine Veterans (AMMV) is a non-profit organization established in 1983 to gain recognition for all mariners who served in the American merchant marine in times of war and peace. Today, we number more than 60 chapters from coast to coast.

I am sure that you are aware of the sacrifices made by merchant seamen during World War II, when more than 250,000 served in the merchant marine. It is estimated that 6,835 were killed, more than 11,000 wounded and 604 taken as prisoners of war. Sixty-one died in POW camps.

In 1988, the United States government awarded an honorable discharge to those mariners who served from December 7, 1941 to August 15, 1945. However, for many, this was too little too late.

The main goals of the AMMV are (1) to gain recognition and benefits for American merchant seamen who served so loyally during periods of peace and conflict and (2) to urge our nation to rebuild and maintain a strong American-flag merchant fleet in keeping with the reality that the United States is a maritime nation. Presently, the AMMV is working to secure passage of maritime revitalization legislation and to keep the Jones Act secure.

The AMMV is a veterans' organization which deals exclusively with merchant mariners' rights and benefits. The AMMV is open to past and present mariners, both male and female. The organization includes members of the Army Transportation Service, students and graduates of the U.S. and state maritime academies, staff of the U.S. Public Health Service who treated seamen, members of the armed forces who hold honorable discharges and widows of merchant marine veterans who obtained a DD-214 discharge.

The AMMV may be contacted by writing 4720 Southeast 15th Avenue, Cape Coral, FL 33904-9600 or calling (941)549-1010.

Gloria Flora Nicolich  
Vice President  
Edwin J. O'Hara Chapter,  
AMMV  
Brooklyn, N.Y.

### Keep U.S.-Flag Ships Sailing

Being a retired merchant seaman from 1986, I receive the *Seafarers LOG* informing me of the latest news in the maritime world. The news is rewarding as it informs me of all the advances the union has made to better the life of today's mariners. As encouraging as the news is, at times I am angry and amazed to read of the reflagging of U.S.-flag ships to foreign nations.

Every industry is like a game of dominoes—if one business succeeds, more people will be working in all the fields related to that business. When more Americans are working, more money is spent in the United

States where the dollars help the economy. The "Forgotten Service," the American merchant marine, contributes a great deal when employed, by providing incomes used for buying goods from local merchants and paying taxes. The more ships under the U.S.-flag, the more Americans are employed.

But the reflagging of ships to a foreign nation has the effect of one domino falling backwards which causes others to fall, resulting in unemployment for American merchant mariners and hardships for them and their families.

The United States government is supposedly a champion for better living conditions in the world. Yet, it allows the reflagging of American ships to foreign nations which employ Third World people to crew the ships at the lowest wages possible with the poorest safety and living conditions possible.

By stopping the reflagging, we will retain employment for thousands of American merchant mariners. By building more U.S.-flag ships, we will provide jobs for many more Americans.

Walter Karlak  
Woodside Queens, N.Y.

### Captain Praises Crew Of Sea-Land Developer

I am honored to take this opportunity to thank you for the outstanding preparation of the *Sea-Land Developer's* inaugural call to Laem Chabang, Thailand. Both the quantity and quality of work that was accomplished to help make this celebration a success was phenomenal.

These efforts will assist Sea-Land greatly in turning this new run and the Thailand call into a profitable endeavor. As per the message we received from the Thailand country manager, he stated "the *Developer* looked like she was a new build in to be christened rather than a 16-year-old vessel."

This superb effort is something that the team *Developer* can be very proud of. Most importantly, every one of you had to feel a great sense of accomplishment both as part of the team and as an individual, once you had enough time to look at your accomplishment. You have helped make it really easy for me to be proud to say that I am captain of the *Sea-Land Developer*.

Steven J. Garvan  
Master, Sea-Land Developer

### Sea-Land Defender Crew Receives Thanks

I would like to extend notice and appreciation for the diligent and skillful efforts of all deck department personnel of the *Sea-Land Defender*, especially Bosun Bill Dean, concerning all of the work preparing for, enduring through and recovering from our shipyard voyage (158-160). The appearance and condition of the ship stand well.

Steward Ray Garcia and Chief Cook Manny Basas also deserve thanks for serving up great victuals consistently.  
George A. Werdann Jr.  
Chief Mate, Sea-Land Defender

### SIU Welfare Plan Receives Kudos

I would like to thank the Seafarers Welfare Plan for everything they have done for my husband all these years, and especially these last two years. We were so happy we belonged

to the Seafarers International Union and the Seafarers Welfare Plan. All the hospital and medical bills were paid and the insurance money I received was such a big help—it paid for the funeral bill.

From the bottom of my heart, I thank you.  
Mrs. Antonio L. Dos Santos  
Finksburg, Md.

### Bunker: Kind Words From WWII Mariners

Thanks for the great review of "Heroes in Dungarees." It will enable many SIU war veterans to learn about the book.

I have had letters and phone calls from former seamen saying how glad they are that there is finally a story of the role of merchant seamen in World War II.  
John Bunker  
West Palm Beach, Fla.

### Visit to Union Hall Stirs Many Memories

Recently, I stopped off at the San Francisco union hall after working a six-hour shift as a volunteer on the Liberty Ship *Jeremiah O'Brien*. A young man at the counter took a note I left for a member I worked with in San Francisco.

Next thing I knew, Vice President West Coast George McCartney comes out of his office. Like old sailors, we start exchanging names of mutual friends and shipmates—Bob "Sailor" Hall whom I worked with with Waterman from 1967 to 1971, Chuck Allen, Jim Pulliam, Ralph Smith, Leo Gilliken, Harry "Swede" Larson, Frank White, Mike Iwaski, Chung Ping King, Blackie Goose, Don Bartlett and Floyd Loyde Selik. It was great fun.

We go way back to John "Whitey" Hawk, J.P. "Jake" Shuler, Paul Hall who was a good union leader who had our welfare at heart, and Frank Drozak who took up the mantle after Paul's death. Then on to Michael Sacco whom I met at Piney Point in 1968 and Joey Sacco who was the port agent in San Francisco in the early 1970s. Good men all!

It was a warm dialogue with George that said something about Seafarers. I have been retired since 1972, but the guys had time for me. We are not only "Old Salts," but as human beings, we are the salt of the earth. It was a neat afternoon for this old Seafarer.

Francis "Mac" McCall  
San Francisco, Calif.

### Writing to Elected Officials is Worthwhile

As an SIU pensioner, I feel that I AM still an important part of this union. Writing a letter was the least I could do. I won't listen to naysayers who suggest that it is a waste of time.

Don't believe it. Anyone in public office who is flooded with letters from labor organizations or civic groups will take notice.

There is a future to think about. There is also an organization that prides itself in being an innovator in labor training with the finest and most up-to-date facility in the country, to educate the world. The effort to educate, give direction, build character as well as teach basic skills to youth in the workforce is real.

It is time to reward these accomplishments with something positive.  
Anthony Notturmo  
Villas, N.J.

## Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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



## Digest of Shipboard Union Meetings

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

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

**ITB BALTIMORE** (Sheridan Transportation), January 21—Chairman **Joseph Caruso**, Secretary **Joseph Miller**, Educational Director **Christopher Her-ring**, Deck Delegate **Anthony Heindolt**, Engine Delegate **Robert Brown**, Steward Delegate **G. Hyman**. Chairman reminded crewmembers not to slam doors and noted ship newspaper posted in lounge. Secretary added everything running smoothly. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Bosun thanked all departments for jobs well done. Next port: St. Croix, U.S.V.I.

**OMI DYNACHEM** (OMI), January 21—Chairman **Lawrence Kunc**, Secretary **Leticia Perales**, Educational Director **Jason Et-noyer**, Deck Delegate **Amante Gumiran**, Steward Delegate **Ernest Dumont**. Chairman advised crewmembers to wear safety shoes at all times on ship. Crew asked contracts department if tanker operation/safety course is necessary for crewmembers with five or more years of tanker experience. Educational director advised crew to go to Paul Hall Center and urged all crewmembers to enroll in tanker operation/safety course. Deck delegate reminded crewmembers signing off to clean rooms and put all trash in garbage room. No beefs or disputed OT reported. Crew discussed upcoming standard tanker agreement negotiations. Chairman thanked all departments for jobs well done. Next port: Port Everglades, Fla.

**OVERSEAS PHILADELPHIA** (Maritime Overseas), January 21—Chairman **Timothy Olvany**, Secretary **Mark Flores**, Educational Director **Donal Swanner**, Engine Delegate **Spencer Smith**. Secretary stressed importance of upgrading skills at Lundeberg School. Educational director advised members to read *Seafarers LOG*. Treasurer reported \$250 in ship's fund. No beefs or disputed OT reported. Crew requested contracts department look into reducing required seatime for vacation and retirement. Bosun asked crew-

members to separate plastic from regular refuse. Crew observed minute of silence for departed SIU brothers and sisters. Crew gave vote of thanks to galley gang. Steward delegate asked crewmembers to clean up all areas.

**SEA-LAND CONSUMER** (Sea-Land Service), January 6—Chairman **Francis Adams**, Educational Director **Irwin Rousseau**, Deck Delegate **R. Rivera**. Chairman asked crewmembers to keep donating to SPAD and writing members of Congress seeking support for the Maritime Security Act. He thanked all departments for jobs well done. Secretary advised crew to attend upgrading courses at Piney Point. Educational director reminded members to read *Seafarers LOG*. Deck delegate reported beef. No beefs or disputed OT reported by steward or engine delegates. Crew extended special vote of thanks to galley gang for great meals.

**WESTWARD VENTURE** (IUM), January 28—Chairman **J.H. Lewis**, Secretary **Thurman Johnson**, Educational Director **R. Ohler**. Chairman announced payoff in port of Tacoma, Wash. No beefs or disputed OT reported. Captain read letter from company advising AB watchstanders to prepare for severe weather on the Alaskan run. Crew thanked steward department for job well done.

**USNS POTOMAC** (Bay Ship Management), January 14—Chairman **David Zurek**, Secretary **E. Cordova**, Educational Director **James T. McParland**, Deck Delegate **Wayne Powers**, Steward Delegate **Brad Stephenson**. Bosun noted Paul Hall Center schedule for tanker operation/safety course and 1996 union meeting dates posted on crew bulletin board. Educational director stressed importance of upgrading at Lundeberg School. Treasurer reported \$100 in ship's fund. Crew discussed purchase of new videos for ship. No beefs or disputed OT reported. Bosun read letter from contracts department answering crewmember's questions concerning agreement. Crew thanked galley gang for job very well done.

**FRANCES HAMMER** (Ocean Shipholding), February 11—Chairman **Richard Wilson**, Secretary **Larry Ewing**, Educational Director **Major Smith**, Steward Delegate **Dadang Rashidi**. Bosun discussed proper fitting of benzene masks. Educational director reminded members to take the tanker operation/safety course at Piney Point. Treasurer reported \$872 in ship's fund. No beefs or disputed OT reported. Crew requested new ice machine and washer and dryer. Chairman noted ship to pay off in New Jersey. Crew gave special vote of thanks to galley gang for job well done and observed moment of silence for departed union brothers and sisters.

**GALVESTON BAY** (Sea-Land Service), February 4—Chairman **Walter Petty**, Secretary **Jerome Jordan**, Educational Director **Miguel Rivera**, Deck Delegate **Joseph White**, Engine Delegate **Robert Gaglioti**, Steward Delegate **Angel Correa**. Secretary encouraged members to upgrade at Lundeberg School and pay attention to union news in *Seafarers LOG*. Educational director advised members to upgrade skills at Piney Point. Deck and engine delegates reported beefs. No beefs or disputed OT reported by steward delegate. Crew thanked steward department for job well done.

**LIBERTY STAR** (Liberty Maritime), February 12—Chairman **Richard Nicholas**, Secretary **Henry Jones**, Deck Delegate **Paul Lucky**, Engine Delegate **Eddie Major**, Steward Delegate **Norman Jackson**. Secretary thanked crew for good voyage. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested VCR for crew lounge. Next port: Galveston, Texas.

**LIBERTY SUN** (Liberty Maritime), February 18—Chairman **Hugo Dermody**, Secretary **Blair Humes**, Educational Director **Rogers Bankston**, Deck Delegate **Charles McPherson**, Engine Delegate **Michael N. Carubba**, Steward Delegate **Jessie Jones**. Chairman advised members to continue to donate to SPAD. He reminded crew to keep plastics separate from regular garbage. Bosun thanked *Seafarers LOG* for fine job keeping members informed on breaking maritime issues. No beefs or disputed OT reported. Crew requested repairs to freezer. Crew extended deep appreciation to galley gang members for job well done.

**LNG CAPRICORN** (ETC), February 11—Chairman **Charles Kahl**, Secretary **D. Paradise**, Educational Director **David Dinan**, Deck Delegate **Richard Lewis**, Engine Delegate **Otis Sessions**. Captain informed crew of shipyard schedule. Bosun reminded crew to be careful while ashore in ports. Chairman commended crew for excellent job and asked them to keep all areas of ship clean. Secretary announced vacation and medical forms available for any crewmember signing off. Educational director informed crew of 1996 Lundeberg School upgrading schedule posted in lounge. He added that members applying to Paul Hall Center need to have letter from captain noting seatime on ship. No beefs or disputed OT reported. Crew extended special vote of thanks to QMED David Dinan for special efforts while in shipyard. Chief Steward commended SAs **Dave Wakeman**, **Anthony Palumbo** and **Christian Guglielmi** for all-around excellent job. Entire crew thanked galley gang for good chow. Next port: Osaka, Japan.

## Scrumptious Thanksgiving at Sea



Seafarers aboard the Crowley Ambassador were treated to a Thanksgiving feast, thanks to the efforts of Chief Cook Ivan R. Salis (left) and Steward/Baker Demont Edwards. The menu featured roast turkey, baked ham, prime rib, homemade rolls, mashed potatoes, corn, cranberry sauce, tossed salad, stuffed celery, deviled eggs, pumpkin pie, apple pie, chocolate chip cookies and more.

**OMI DYNACHEM** (OMI), February 4—Chairman **Larry Kunc**, Secretary **Leticia Perales**, Educational Director **Jason Et-noyer**, Deck Delegate **Amante Gumiran**, Engine Delegate **Earl Adams**. Crew asked contracts department for information on new contract. Chairman announced tanker operation/safety course required for all crewmembers who wish to continue sailing aboard tankers. Bosun noted ship just left Port Everglades, Fla. bound for Jacksonville, Fla. to discharge portion of cargo. He added ship will sail for Houston on February 10. Crewmembers reported new *Seafarers LOGs* received and distributed. Bosun reminded crew that as of a January 1, 1996 change in the shipping rules, a person with certificate of completion from the tanker operation/safety class has priority over another member who has not taken the course, all other things being equal. Educational director stressed importance of Lundeberg School for SIU members. Treasurer reported \$263 in movie fund. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew discussed turning on heating system at night. Next port: Jacksonville.

**OVERSEAS JOYCE** (Maritime Overseas), February 17—Chairman **Larry Evans**, Secretary **Michael Gramer**, Educational Director **C. Miles**, Engine Delegate **Leon Fountain**. Bosun thanked crew for job well done. Educational director reminded members to upgrade at Piney Point and take tanker operation/safety course. He also encouraged members to donate to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for excellent meals. Crewmembers requested coffee machine in crew mess area. Next port: El Segundo, Calif.

**SEA-LAND HAWAII** (Sea-Land Service), February 18—Chairman **Barry Carrano**, Secretary **Don Spangler**, Educational Director **Clive Steward**, Deck Delegate **Greg Jenkins**, Engine Delegate **Ronald Williams**. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested extra dryer in laundry room, washing machine repairs and table for folding clothes. Bosun discussed importance of all SIU members being registered to vote. He reminded crew that President Bill Clinton signed bill allowing Alaskan North Slope oil to be exported on U.S.-crewed, built and flagged tankers. Next port: Elizabeth, N.J.

**SEA-LAND PRODUCER** (Sea-Land Service), February 12—Chairman **J. Edwards**, Secretary **D. Cunningham**, Educational Director **W. Thomas**, Deck Delegate **D. Pickering**, Engine Delegate **R. Giannini**, Steward Delegate **Lonnie Bettis**. Chairman announced arrival in port will be later than expected due to boiler problems. He noted money from ship's fund will be used to purchase nine small refrigerators in port of Jacksonville, Fla. He added that four were already purchased and installed into rooms. Educational director advised members to upgrade at Paul Hall Center and read *Seafarers LOG* regularly to keep up-to-date on new course offerings. He also urged crewmembers to continue writing members of Congress asking them to support maritime revitalization legislation. Treasurer noted \$1,800 in ship's fund, part of which will be used for purchase of refrigerators. No beefs or disputed OT reported. Crew said it was awaiting reply on letter sent to contracts department. Crew extended special vote of thanks to steward department for outstanding job on "Top-Your-Own-Pizza Night," shipboard barbecues and Mardi Gras party. AB **Larry Reiner** announced he still has copies of his book "Minute of Silence" on board and encouraged shipmates to check it out. Next port: Elizabeth, N.J.

**SEA-LAND TRADER** (Sea-Land Service), February 11—Chairman **L.E. Watson**, Secretary **Kevin Dougherty**, Educational Director **Milt Sabin**, Deck Delegate **Russ Caruthers**, Engine Delegate **Tom Evans**, Steward Delegate **Thomas White**. Treasurer reported \$500 in ship's fund. No beefs or disputed OT reported. Crew discussed using ship's fund to purchase new movies and extra washer for crewmembers' dirty, greasy work clothes. Next port: Tacoma, Wash.

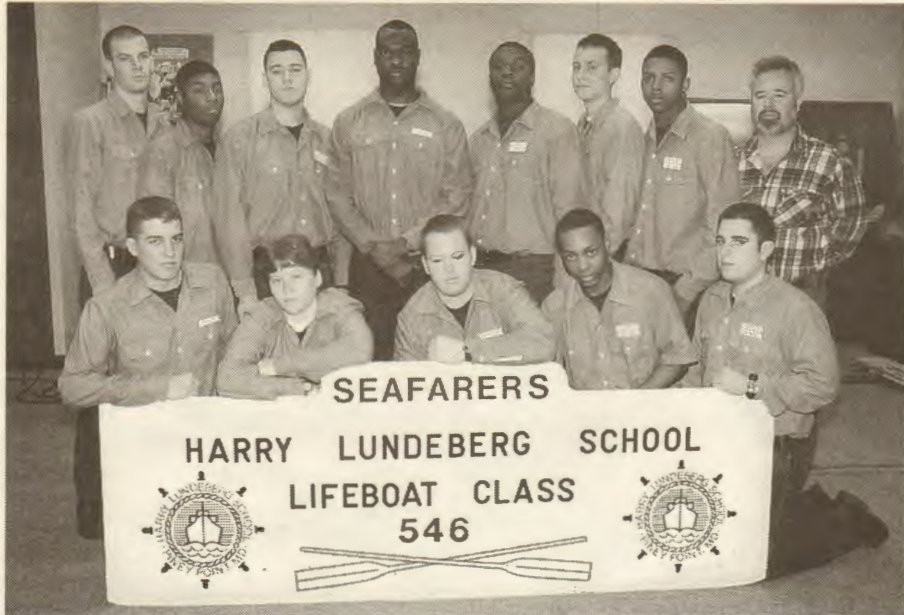
**USNS POTOMAC** (Bay Ship Management), February 18—Chairman **David Zurek**, Secretary **E. Cordova**, Educational Director **James T. McParland**, Deck Delegate **Wayne Powers**, Steward Delegate **Brad Stephenson**. Bosun noted crew still waiting for response from union headquarters concerning the purchase of movies for the crew by company. Chairman advised crew to check z-card renewal dates and 1996 Lundeberg School upgrading schedule in January *Seafarers LOG*. Secretary thanked entire crew for smooth sailing with everyone doing a fine job and keeping ship in good condition. No beefs or disputed OT reported.

## Warmer Days Ahead



SIU members aboard the *Global Link* were among those affected by the Blizzard of '96. Chief Steward Brandon Maeda sent this photo of the ice-bound cable ship in Baltimore to the *Seafarers LOG*.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 546**—Graduating from trainee lifeboat class 546 are (kneeling, from left) Jason Furtah, Bridgett Manning, George Murphy, Dorian Gillespie, Otto P. Schlicht, (standing) Donley Johnson, Michael Jones, Ernie Gay, Jimmie Laffitte, Jr., Brad Hughes, Bernard Domes and Troy Gruber (instructor).



**Inland AB**— Completing the inland AB course on February 27 are (kneeling, from left) Tom Gilliland (instructor), John King, Robert Jewell, (standing) Dave Andrews Sr., Mike McEachern, Jim Davison and Richard Whitlock.



**Upgrader Lifeboat**—SIU members completing the upgrader lifeboat class on February 6 are (kneeling, from left) Derold Garbutt, James Dunne, Jaime Castillo, Domingo Barroga, Dominico Dacua, (standing) Ramon Clotter, Jose Bermudez, Terrence Epps, Don Rouse, Joey Gallo and Troy Gruber (instructor).



**Radar Observer**—Upgrading graduates of the February 23-radar observer class are (from left, front row) Robert Hamilton, Peter Fulcher, Jay Norman, Dale Leonard, Steve Reed, Tony Kaplan (back row) Len Scott, Steve Comwell, Alan Higgins and Jim Brown



**Welding**—Seafarers graduating from the welding class on February 22 are (standing, from left) Bret Hughes, Michael Murphy, Jeff Stuart and (kneeling) John Wiegman III (instructor).



**Advanced Firefighting**—Completing the advanced firefighting class on February 21 are (kneeling, first row, from left) Jim Gibb, Brian Bowman, Steve Tepper, John Dacuag, Barry McNeal, Tim Johnston (kneeling, second row) Robert Ott, Jeff Yegge, Jeffrey Englehart, Stephen Foster, Warren Burke, Jerry Mercer, Barney Fitzpatrick (standing) Tom Culpeper, Franz Eder, Joe Braun, Daniel Malcolm, Raphael D'Ambrosio, Steve Werda, Mark Christiansen, Michael Presser, Lambert R. Soniat DuFossat, D. Presley, Wade Cocek and Sonny Wilson.



**Tanker Operation/Safety**—Joining the ranks of Seafarers who have completed the tanker operation/safety class are the following members, who finished the course on February 13: Grant Shipley, Dimitrios Papandreou, Charles J. Brockhaus, Sindy Davis, Steven Sun, James Jowers, Rubin Mitchell, Mario Batiz, Moses Mickens, Craig Croft, David Bautista, Melvin A. Santos, Angelo Wilcox, Tommy Cyrus, David St. Onge, Julio Arzu, Antonio Pizzuto, Dorothy Pizzuto, Carmelita Henry, Simone Solomon, Jamie Hernandez, Shawn Fujiwara, Robert Zepeda, James Harper, J. Abagat, Tyler Laffitte, Ronnie Norwood, Malcolm C. Holmes, Henry Manning, Kevin McCagh, John Leiter, Robert Fulk, G.R. Ososrios, Brian Schmeier, Leon Grant, Ron Drew, George Kebelis, Darren Collins, Steven A. Smith, Jimmy Cordova, Jerry Miller, Rich Williams, Greg Corenflo, Greg Hamilton, Milton Israel II, Paul Marra, Jim Habberg, Steve Herring and Robert Jackson.

## LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13
Bridge Management	May 6 August 19	May 17 August 30
Limited License	July 1	August 9
Radar	June 24 August 12 September 16	June 28 August 16 September 20
Lifeboatman	September 9	September 20
Third Mate	August 26	December 13
Celestial Navigation	September 30	November 8

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	June 17	September 6
Fireman/Watertender & Oiler	August 12	September 20
Diesel Engine Technology	August 12	September 20
Marine Electrical Maintenance I	July 15	August 23
Marine Electrical Maintenance II	August 26	October 4
Marine Electronics Technician I	June 3	July 12
Marine Electronics Technician II	July 15	August 23
Refrigerated Containers	June 10	July 5
Welding	July 15	August 9
Pumproom Maintenance	August 19	August 30
Power Plant Maintenance	May 20 September 9	June 28 October 18
Third Assistant Engineer	September 23	December 13

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	June 3 August 12	August 23 November 1

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	May 27 June 24 July 22 August 19 September 16 October 14	June 21 July 19 August 16 September 13 October 11 November 8
Tankerman Recertification	August 19 September 16 October 14	August 30 September 27 October 25
Advanced Firefighting	September 30	October 11

### Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 5	September 6
Steward Recertification	July 1	August 2

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	July 22	October 12
Adult Basic Education (ABE)	August 5 October 14	September 13 November 22
English as a Second Language (ESL)	September 2	October 11
Lifeboat Preparation	August 26	September 6
Introduction to Computers	to be announced	
Developmental Math - 098	June 3 July 1	July 26 August 3
Developmental Math - 099	July 1	August 3

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

\_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

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

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

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

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

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

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

# SEAFARERS LOG



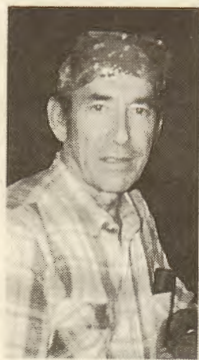
Volume 58, Number 4

April 1996

**SPRING IS HERE**  
 Now is the time to start thinking about a summer vacation. The Lundeberg School can provide you and your family with all the ingredients for a memorable summer holiday. For additional information and rates, see page 9.

## Crew Camaraderie Permeates SL Producer

### AB Reiner Relates Experiences on Containership



AB Larry Reiner called the *Sea-Land Producer* one of the best vessels on which he has sailed.

From extraordinary crew cookouts to unforgettable holidays at sea, Seafarers aboard the *Sea-Land Producer* agree that their ship is one of the best in the fleet.

"As Seafarers aboard the *Sea-Land Producer*, we experience many changes. There are changes in scenery, ports of call and crewmembers. However, one thing remains the same . . . the unique spirit of the *Producer* which makes her a special ship to sail upon," wrote AB Larry Reiner in a recent letter to the *Seafarers LOG*.

"All ships with SIU members are good ships but the *Sea-Land Producer* is by far one of the best vessels that I have ever sailed upon," wrote the AB.

He noted the extraordinary feeling of camaraderie everyone experiences when part of the crew.

In his letter, Reiner detailed the ship's recent activities and commended crewmembers who, in his opinion, help make the ship distinctive.

"They say that an army travels on its stomach and the same could be said about a ship. Fortunately, the *Producer* has a steward department that will go the extra mile in order to ensure that crewmembers are happy and enjoy what they are eating," the AB stated.

Reiner wrote that Chief Steward Dave Cunningham loves to bake, cook and watch others enjoy his efforts. He makes fresh pastries in the morning and bakes a variety of homemade cookies on a daily basis. In fact, Reiner noted, Cunningham puts fresh cookies for crewmembers to enjoy each day in "cookie boxes" which are placed throughout the ship.

"Homemade desserts for lunch and supper are not exceptions but are regular fare. The variety and quality of our meals are not often seen by many," he added.

Outside the entrance to the *Producer's* galley hangs a sign designating the area as the "Oceanside Pizza Parlor."

According to Reiner, once during each trip there is a pizza night where crewmembers can special order a pizza from Cunningham who creates and bakes each individual pie.

"Dave puts out slips that list items such as pepperoni, sausage, anchovies, shrimp, olives, tomatoes and a dozen other combination of things.

"You circle the items you want, sign your name and turn in the slip to the galley. This is how you get your own individual large pizza from the steward on the following eve-

ning. He even makes the crust from scratch!" proclaimed Reiner.

"What a sight on pizza night to see as many as 30 pizzas all over the galley waiting to be served," the AB said. "We still can't figure out how he manages it. These pizzas are sure better than any that you can buy ashore. Actually, many of us freeze portions of our pizza and eat it over the course of a few days," recalled Reiner.

The night before a recent arrival in the port of New Orleans, *Producer* crewmembers dressed in costume and enjoyed a Mardi Gras party on their off time that also was organized by the chief steward. Crewmembers had a chance to unwind while listening to music and nibbling on food prepared by the galley gang, according to the AB.

The party is held on the "veranda" which is located outside the after house. Reiner explained that it is an area of the ship renowned for its large Hawaiian mural painted by AB Ray Vicari, who is also an artist.

Reiner noted that all Seafarers aboard the *Producer* are familiar with the expansive mural created by Vicari. (Vicari's painting was featured in the August 1993 issue of the *Seafarers LOG*.)

"Another of the *Producer's* talented seamen is Bosun Jack Edwards. The man can make anything out of nothing," stated Reiner.

In addition to routine chipping, painting, greasing and cleaning to keep the *Producer* in tip-top condition, Edwards has built shelving, tables, park benches, signs and much more for crewmembers and the ship's accommodation spaces.

"We all believe that Jack's work will someday be nautical



Posing for a photo during a short break on the stern of the *Sea-Land Producer* while docked in the port of Rio Haina, Dominican Republic are (from left) Chief Electrician Bruce Zenon, Bosun Jack Edwards, AB Amin Hussein, AB Brandy Carter, AB Dennis Pickering and DEU Saleh Ali.



Chief Steward Dave Cunningham lines up six pizzas at a time and then tops each one with items that have been requested by his fellow crewmembers on pizza night aboard the *Sea-Land Producer*.



Meeting for a cup of coffee in the crew messroom aboard the *Sea-Land Producer* are AB John Rawley (left), Bosun Jack Edwards (middle), and AB Mike Silva Sampaio.

collector items — they are that good," the AB added.

Reiner stated that in addition to Cunningham and Edwards' superior work and attitudes, Chief Electrician Jim Smitko always goes out of his way to make shipboard life more pleasant for fellow crewmembers.

"Besides tending reefers, winches, and the many other things that fill his days, Jim always finds time to keep our living spaces well-lighted and properly air conditioned," Reiner concluded.

While SIU members make for an excellent shipboard group, Reiner added that the officers and mates also contribute to the overall pleasant atmosphere of the *Producer*.

Captains Peter Smith and Don Coccozza and Chief Engineers Jon Jewett and Ed

Robinson are all very "crew oriented and crew friendly," said Reiner.

"They really work hard at providing the many extras that make living aboard the *Producer* a unique experience," the AB stated.

According to Reiner, Smith, Coccozza, Jewett, Robinson and Radio Operator Art Holub regularly shop in the different ports the *Producer* visits to keep a continuous supply of fresh fish, candy, pretzels, gourmet coffees and special baking goods for the steward department on hand which are not available through the company.

Another example of the friendship that exists between the licensed and unlicensed crew aboard the *Producer* is the spirit in which Christmas 1995 was celebrated.

"Christmas at sea is both a joyous and sad time as men and women celebrate the holiday away from their homes and loved ones," wrote Reiner to the *LOG*.

"On the *Producer* this Christmas Eve, the captain and chief engineer played Santa Claus by leaving each crewmember a Christmas card, candy and a beautiful holiday mug outside our doors while we slept. The card contained the simple but meaningful message of 'thanks for all of your good work.'

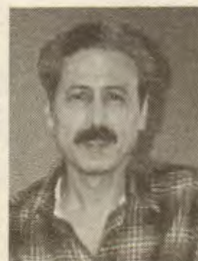
"How much this kind of recognition and treatment means to Seafarers away from home every day and especially during the holidays," concluded Reiner.



Dressed to the nines for the shipboard Mardi Gras party is OMU Ron Giannini.



Standing by the mural he painted on the "veranda" of the *Producer* is AB Ray Vicari.



Reporting for another busy day in the engineroom is OMU Kassam Abdullah.



OMU Jim Thomas checks gauges in engineroom prior to sailing out of Santo Domingo.



Enjoying their work during a shipboard barbecue are galley gang members (from left) SA Robert Gillian, Chief Cook Ernie Polk, Chief Steward Dave Cunningham and Steward Assistant Ali Musaid.



Crewmembers dig in at an outdoor barbecue aboard the *Sea-Land Producer*.