

# House Holds U.S. Ship Bill Hearings

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OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT • AFL-CIO

# SEAFARERS LOG

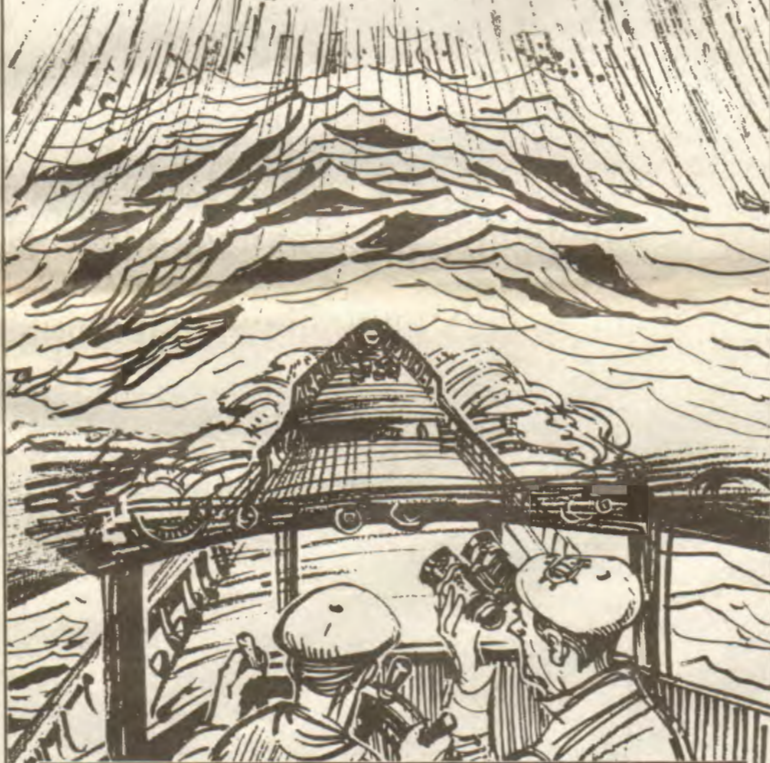


Volume 57, Number 5

May 1995

## Keeping Her Steady As She Goes

BUREAUS & AGENCIES OF THE EXECUTIVE BRANCH  
COMMITTEES, SUBCOMMITTEES & PANELS OF CONGRESS  
REGIONAL, STATE & LOCAL AGENCIES  
OVERSIGHT  
DECISIONS GUIDELINES LAWS



The U.S. merchant marine faces more than 200 federal agencies and congressional committees that have jurisdiction over the industry. Pages 12-13.

### Convenient Clinic



Texas boatmen and their families now are able to receive medical attention near their homes, thanks to the newest facility approved by the Seafarers Welfare Plan, the Tower Medical Center of Nederland. Page 8.

# Union Wins Pay Package For Seafarers On Reflagged S-L Ships

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## Thanks to SIU Suit, USCG Halts Fee for FBI Records Check

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## New Bedford Fleet Seeks Overseas Fishing Grounds

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## President's Report

### Grassroots Activity: The Key to Job Security

The remainder of 1995 will be a crucial time for the U.S.-flag merchant marine—a period in which the fate of our industry well may be decided.



Michael Sacco

During the coming months, the SIU will be working with Congress on a number of key issues. We will make sure that our elected representatives fully understand the necessity of enacting a federal maritime revitalization program, allowing the export of Alaskan oil on U.S.-flag ships, preserving the Jones Act and cargo preference programs and maintaining both the Federal Maritime Commission and the Shipping Act of 1984.

Throughout our existence, the Seafarers International Union has fought to preserve and expand the American-flag merchant fleet. But the time has come for us to launch greater efforts, and that means an increase in grassroots political activity.

### Many New Legislators

You will recall that nearly 100 new members of the U.S. House of Representatives and the U.S. Senate were elected last November. It is up to us to effectively inform those new members of Congress and their staffs about the vital need to maintain a strong U.S.-flag merchant fleet, both from the standpoints of national security and economic security. The SIU will be providing materials and information to help legislators learn more about the maritime industry.

And of course, we must send that message not only to the freshmen, but also to every member of Congress. When you consider that roughly 140 federal agencies and 100 congressional committees have some form of jurisdiction over our industry—and therefore, over the lives of Seafarers—it is easy to see that we have a large audience with which we must communicate.

I know from experience that grassroots work, whether manning phone banks and distributing literature as part of a campaign, or circulating petitions, writing letters and participating in rallies to advance a legislative issue, is not glamorous. Very often, in fact, it is difficult, requiring long hours and personal sacrifice.

But grassroots lobbying is the most effective tool that average citizens possess in the United States. Elected officials definitely listen when you write to them or call their offices. They take note of the interests of people who work in their campaigns and who have the power to help get them reelected.

### Take Time to Help

So when your port agent or another SIU official or a fellow Seafarer asks you to help out, please lend a hand. When you are called upon in the upcoming months, remember what you are fighting for: your job, the future of our industry and the security of our nation.

Job security always has been the top priority of the SIU, but these days, it is a difficult fight. We must make efficient use of every one of our resources in order to protect our jobs and our industry.

Along those same lines, it is also important for Seafarers to continue their voluntary support of the Seafarers Political Activities Donation fund, also known as SPAD. SPAD allows the union and its members to participate in campaigns to help candidates who support a strong U.S. merchant marine.

These are not the best of economic times for most working Americans, so I do not take it lightly when I ask each SIU member to consider increasing voluntary SPAD donations. But again, this is a critical period for our industry, and it is going to require a powerful effort from all of us to help set the U.S. merchant marine back on course.

I have every confidence that, together, we will succeed.

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## Full Senate Ready to Consider Lifting Alaskan Oil Export Ban

### House Also Prepares to Hold Hearings on Measure

This month, both the Senate and House of Representatives are expected to take up legislation that would end the export ban of Alaskan North Slope oil as long as it is carried aboard U.S.-flag tankers.

The SIU is pushing for passage of such legislation in order to provide jobs for American mariners and keep the U.S.-flag independent tanker fleet active into the next century. As written and being considered in both the Senate and House, the measure calls for Alaskan North Slope oil sold to other countries to be carried from Alaska aboard U.S.-flag tankers.

### Senate Tackles Issue

The Senate is due to take up the Alaska Power Administration Sale Act (S. 395) this month following action in a committee. The bill, sponsored by Senator Frank Murkowski (R-Alaska), was marked up and made ready for Senate consideration by a bipartisan 14-4 vote of the Senate Energy and Natural Resources Committee on March 15. (Murkowski serves as the committee's chairman.) No date has been set for Senate debate.

Meanwhile, the House Resources Committee plans to hold a hearing on May 9 for its version of the legislation. As of mid-April, the House bill (H.R. 70) had 69 sponsors from both the Republican and Democratic parties. H.R. 70 was introduced by Representative William Thomas (R-Calif.).

The chairman of the House Resources Committee, Representative Don Young (R-Alaska), has stated that his group is willing to consider S. 395 should the Senate act on it in a timely manner.

The legislation would end a 22-year ban on the sale of Alaskan North Slope oil overseas. The prohibition was implemented by Congress in response to the 1973 Arab oil embargo.

### Aids Tanker Fleet

During a March 1 hearing before the Senate committee, SIU President Michael Sacco stated the SIU had opposed lifting the ban in prior years because it would have been carried aboard foreign-flag tankers. However, the union changed its stand last year when SIU-contracted tanker companies showed that the decline in North Slope production was leading to the premature scrapping of vessels used in the Alaskan oil trade.

Sacco also testified that passage of S. 395 would help keep the U.S.-flag independent tanker fleet sailing on the high seas into the next century. This would provide jobs for American mariners and make sure the fleet is available in times of national emergency, he told the legislators.

The committee also was reminded of a Department of Energy announcement made last year that it would support export sales of Alaskan North Slope oil.

During the Senate hearing, Energy Deputy Secretary Wil-

liam H. White reaffirmed the department's position. He stated that the Clinton administration believes all Alaskan oil "must be exported in U.S.-flagged and U.S.-crewed vessels. Legislation must provide substantial protection of seafarer employment opportunities for American workers."

### Questions Answered

Senator J. Bennett Johnston (D-La.) raised questions whether this position would draw concern from America's trading partners in the wake of recently signed agreements, such as the Organization of Economic Cooperation and Development (OECD) regarding shipbuilding and the General Agreement on Tariffs and Trade (GATT). He requested clarification from the office of the U.S. Trade Representative.

During the March 15 committee meeting, Johnston announced he had received a letter from U.S. Trade Representative Mickey Kantor stating S. 395 as written was satisfactory.

"I can state categorically that S. 395, as currently drafted, does not present a legal problem," Kantor wrote to Johnston in a letter dated March 9.

In order for the export sales of Alaskan North Slope crude oil carried aboard U.S.-flag tankers to become law, it must be passed by the Senate and the House of Representatives. After passage by both branches of Congress, it would go to the president for his signature.

## Rank-and-File Panel Approves Union's 1994 Financial Records



Meeting with SIU Secretary-Treasurer John Fay are members of the SIU financial review committee. From the left are AB Don Graves, QMED Greg Eastwood, SA John McLain, AB Tom Keenan, Fay, QMED Robert Ott, Bosun Henry Bentz and Bosun Rowland "Snake" Williams.

Seven rank-and-file Seafarers have reviewed the union's financial records for 1994 and found them in order, according to a report issued by the committee. That report will be delivered during the May membership meetings.

Elected by fellow SIU members at the April headquarters meeting in Piney Point, Md., the annual financial review committee is authorized by Article X, Section 15 of the union's constitution to make an examination "for each period of the finances of the union and [to] report fully on their findings and recommendations."

John McLain, a steward assistant who sails from the port of Philadelphia, stated there were no problems during the group's review. McLain, who was elected chairman by his fellow committee members, said the group carefully looked over the union's financial documents for 1994.

"We were able to proceed smoothly," McLain said after the examination was completed. "We had a really hard-working group, and everyone worked well together."

Adding his praise for the effort given by the committee was Bosun Rowland "Snake" Williams, who in his final act for the union before retiring served as the group's vice chairman.

"We understood what our job was and went right to work," Williams noted. "We found everything in order."

Joining McLain and Williams on the committee were Recertified Bosun Henry Bentz, QMED Greg Eastwood, AB Don Graves, AB Tom Keenan and QMED Robert Ott. The group took five days in early April to complete its review of the union's records.



Freshman Representative Patrick Kennedy (D-R.I.) tells SIU President Michael Sacco that he learned a great deal about the challenges facing U.S. shipping. Sacco had just testified before the April 6 hearing of the House Merchant Marine Panel.

## House Marine Panel Begins Hearings on U.S.-Flag Ship Bill

### Swift Enactment Urged by SIU

The SIU urged Congress to enact maritime revitalization legislation this year when the House Merchant Marine Oversight Panel held its first hearing on the Maritime Security Act of 1995 (H.R. 1350) on April 6.

SIU President Michael Sacco, testifying on behalf of all U.S. maritime unions, told the panel, "Enactment of maritime reform legislation is essential to our nation.

"Our country's security, the survival of our industry and thousands of American jobs are at stake," he added.

In opening the hearing on H.R. 1350, U.S. Representative Herbert H. Bateman (R-Va.), chairman of the panel, said members of Congress "have an obligation to consider the administration's submission."

H.R. 1350 was presented to Congress on March 10 by Transportation Secretary Federico Peña. The legislation calls for a 10-year, \$1 billion program that would provide annual funding for approximately 50 U.S.-flag containerships.

#### Funds Within Budget

Unlike a similar bill that was supported overwhelmingly by the House of Representatives during the last session of Congress, H.R. 1350 gets its dollars from a direct annual appropriation within the Department of Transportation, rather than an increase in the tonnage fees paid by vessels entering U.S. harbors.

Noting efforts to pass maritime revitalization in Congress have been going on since 1992, Rep. Bateman said the past difficulty has been finding the money to fund such legislation.

"Certainly, we've gained an advantage this year in that this recent proposal by this administration is funded through general receipts of the Treasury, not through a tonnage tax on vessels entering U.S. ports," he said at the hearing.

As presently written and outlined by Maritime Administrator Albert Herberger during a March 28 hearing before the panel, the bill would authorize \$2.5 million for up to 40 ships during the first three years. Then, it would provide \$2 million per vessel per year for the remaining seven years for up to 50 ships. If passed by Congress and signed into law by the president, the legislation is scheduled to begin in Fiscal Year 1996, which starts October 1.

In order to receive funding from the program, U.S.-flag shipping companies would have to make the vessels receiving the dollars available to the government in times of war or national emergencies.

Similar legislation had solid support from Republicans and Democrats in both the House and Senate during the last session of Congress. However, the bill was killed by farm-state senators through the use of a parliamentary procedure. Following the close of Congress last year, President Clinton renewed his vow to enact maritime revitalization legislation.

#### Military and Economic Needs

In outlining the maritime unions' support for H.R. 1350, Sacco noted the military and economic needs provided by the U.S.-flag merchant fleet.

"Only a U.S.-flag, U.S.-citizen crewed merchant fleet provides our country with guaranteed availability," Sacco said.

"There is no such thing as an effective controlled fleet. Without American crews, without firm operational control under American laws, 'effective control' is merely a front to allow vessels to avoid taxes, regulations and operational requirements while enjoying all the benefits of participating in our open and profitable shipping trades."

He drew the panel's attention to the problems created when

*Continued on page 10*

# SIU Wins Pay Package For Members' Jobs Lost In Sea-Land Reflagging

The SIU won a large compensation package for Seafarers who were sailing aboard Sea-Land vessels that were recently transferred to the Marshall Island registry.

The union extracted from the company three months back pay for every mariner who was working aboard one of the five Sea-Land containerships at the time of the flag switch. SIU Vice President Contracts Augustin Tellez announced the agreement, reached April 24 after two months of negotiations also includes severance pay and benefits for Seafarers who lost their jobs because of the reflagging.

Tellez noted the SIU pushed for these payments despite the fact they are not called for under the standard freightship agreement's sales and transfer provision. Article VI, Section 1 applies only when a vessel stays under the U.S.-flag when it is sold or transferred to another owner. The contract has no provisions addressing a U.S.-flag vessel reflagged overseas.

Efforts to acquire an agreement for severance, wages and benefits with Sea-Land began immediately after the company announced in February its intention to reflag five of its containerships.

On February 14, the Maritime Administration (MarAd) approved Sea-Land's request to transfer the registry of the vessels—the *Sea-Land Freedom*, *Sea-Land Mariner*, *Sea-Land Pride*, *Sea-Land Motivator* and *Sea-Land Value*—to the Marshall Islands. Within days of the approval, Sea-Land removed the American crewmembers of the *Sea-Land Freedom* and replaced them with foreign mariners. The company expects to complete the reflagging process on all five vessels by early this month.

#### Pay for Seamen

A memorandum of understanding, dated April 24, between the SIU and Sea-Land calls for the company to pay three months wages for all members of the unlicensed departments who sailed aboard the Sea-Land vessels.

These wages will include the total of the applicable base wage as well as the average overtime pay for the three months prior to the reflagging.

Sea-Land is required to pay the wages within 30 days of the date of each vessel's reflagging or the signing of the memorandum (if the reflagging already has taken place).

Regarding severance pay for

those who sailed aboard the five Sea-Land vessels, the company has agreed to pay a base wage to the bosuns, chief electricians and steward/bakers relative to their time of service in those positions aboard any Sea-Land container-ship.

For those with less than one year of service as a bosun, chief electrician or steward/baker, the severance payment will equal four months of base wages. For members with one to five years aboard a Sea-Land vessel in those positions, the company will pay seven months of base wages. Those Seafarers with more than five years of sailing aboard Sea-Land vessels in one of the three positions will receive the 12-month equivalent of base wages.

(For the agreement, service means time aboard any Sea-Land vessel in the position of bosun, chief electrician and steward/baker with consideration given to vacation time as provided for in the shipping rules. An example of how this would work is a member who sailed as a bosun on a Sea-Land ship 10 years ago for a total of one year, then caught jobs aboard vessels

*Continued on page 10*

## Union Expands Political Efforts

### Job Security Is Goal of Stepped-Up Campaign

In response to the complexities of a new Congress, myriad federal agencies with oversight into the U.S. merchant marine and the changing political philosophy that favors universal deregulation, the SIU has launched an intensive effort to boost its political activities.

"What is at stake is the fate of the U.S. merchant marine," SIU President Michael Sacco stated in calling on union members to redouble their efforts.

With a record number of freshmen legislators in Congress and a strong attitude among the nation's policy-makers that government support for key industries is unwarranted in times of a high budget deficit, the SIU's political action apparatus has increased its efforts to ensure that elected officials recognize the importance of a U.S.-flag fleet to the nation's economic security and defense.

#### Additional Effort Required

The expanded effort means additional calls must be made by SIU representatives to legislators and their staffs to let them know how vital the U.S. merchant fleet is to the nation. Materials are being designed to help with this endeavor. At the same time, the union is working with other organizations to promote the merchant fleet and secure jobs for mariners.

Also garnering more attention is the multitude of agencies at the federal and state levels that have some jurisdiction over the work and lives of Seafarers. Al-

most every cabinet-level department in the federal government in some way or another has an impact on the membership of the union.

*The vast array of congressional committees and federal agencies that have some form of influence on the activities and lives of Seafarers is outlined on pages 12 and 13.*

The SIU's legislative efforts have to stay abreast of decisions and regulations being issued from these various bureaus, branches and divisions in order to keep the merchant fleet viable and strong.

To continue the much needed political work of the SIU, Sacco has called on all union members to voluntarily increase their contributions to SPAD—the Seafarers Political Action Donation.

SPAD serves as the mechanism used by the SIU to voice support for those candidates who stand in favor of the U.S. merchant marine and its policies. Monies raised by SPAD through the voluntary donations of Seafarers are used for political activities and contributions to political candidates.

#### New Vacation Forms

Beginning this month, members filing for vacation will be using a new form with a revised statement for donating to SPAD. Unlike the old application which

limited the daily SPAD donation to 50 cents, the new form allows a member to determine how much more, in addition to the 50-cent daily amount, he or she wishes to contribute. A member may simply mark the box provided or write in the additional voluntary contribution he or she would like to make, then sign the form.

SPAD provides Seafarers with a foot in the door of legislators on Capitol Hill. So much of what happens to Seafarers and the U.S. merchant marine depends on what takes place in Congress.

Already this year, hearings have been held on legislation designed to provide a 10-year, \$1 billion program to help fund approximately 50 U.S.-flag containerships and to open Alaskan North Slope crude oil to export sales as long as it is transported aboard U.S.-flag tankers.

Expected to be brought before the legislators during this session of Congress are an agricultural bill that deals with cargo preference, defense and national security matters that could determine the size and composition of the U.S. merchant fleet, trade policies that cover how the U.S. deals with foreign nations and much, much more.

Other ways Congress directly affects the lives of Seafarers and their families is through legislation dealing with labor laws, health and safety concerns, budget appropriations and the environment.

# Runaway Shipowner Abandons Crew, Vessel

## For Ten Months, Taxiarchis' Seamen Are Sustained by Charity

Most people would think it unconscionable for a shipowner to abandon his vessel and strand his crewmembers thousands of miles from their homes. But such shameful actions are all too common among shipowners who operate their vessels under runaway flags.

One recent example of this despicable system is the ordeal of a stranded, multinational crew of the Greek-owned, Cyprus-flag bulk freighter *Taxiarchis*. Last June, 17 crewmembers from the *Taxiarchis* were marooned in Virginia's Tidewater area by the shipowner (Kent Trading Corp. of Piraeus). The seamen spent eight months living on the arrested vessel, then were kicked off the ship when a U.S. court forced the heavily indebted owner to sell the *Taxiarchis*.

Comprised of citizens from Pakistan, Romania, Guatemala, Honduras, Greece and the Philippines, the crew spent the next two months living in donated hotel rooms in Newport News, Va.

Through the tireless assistance of the International Seamen's Friend House in Newport News, as well as the International Transport Workers Federation (ITF) and other groups, including the SIU and the Hampton Roads Port Council of the AFL-CIO Maritime Trades Department, the crewmembers received aid to survive winter on the inoperable ship, as well as legal counsel, airfare back to their respective countries (they flew home April 15) and other assistance.

Alice Reese Thomas, director of the Seamen's Friend House, a non-profit, church-founded organization, said she was both saddened and angered about the way the *Taxiarchis* crewmembers were deserted.

"It's criminal, the way those men were treated. Some of them had deaths in their families but couldn't return home," says Thomas, who has worked at the center for 13 years. "The seamen were little more than indentured slaves."

Indeed, when the shipowner turned his back on the crew and when Cyprus, the nation where the ship was registered, shirked its responsibility for the vessel, the mariners had no recourse. U.S. courts were left to determine the fate of the ship and crew, who only were sustained by philanthropic acts throughout the 100-degree summer months and the cold of winter.

Even before they arrived in Virginia, the seamen had to endure substandard shipboard conditions. The *Taxiarchis* was riddled with engine problems, faulty navigational equipment, broken pipes, insufficient stores and an overall long-term lack of proper maintenance.



P. Kevin Morley/Times-Dispatch

Abandoned by an indebted owner and denied help by the country where the vessel was registered (Cyprus), multinational crewmembers of the freighter *Taxiarchis*, including those pictured above, were stranded in Virginia for ten months. Pictured from left are Antonio Ruiz, Israel Quiroz, José Pineda, Neri Valenzuela, Arshad Hussain, Julian Chitiga and Mihai Stanciu.

In addition, crewmembers said they were forced to work overtime for months after the company had stopped paying them. Several acknowledged they had paid hundreds of dollars apiece to get their jobs.

Unfortunately, the crew is not alone in its plight. For the last 40 years, the runaway-flag ship registry has been a device used by North American, European and Japanese shipowners to evade the strict conditions called for by the governments and seamen's unions of their own nations.

Runaway-flag shipowners also use a series of services such as manpower supply, insurance and inspections from different parts of the globe to make it more difficult to assert legal actions against their vessels. Often, those ships are characterized by defective equipment, inhumane living conditions and unqualified crews.

### Exploitation of Crew

The case of the *Taxiarchis* demonstrates how runaway registries foster exploitation. In this instance, the crewmembers were abandoned by the

shipowner and were snubbed by the flag-state (the country in which the vessel is registered), yet they had little recourse.

In June 1994, the 400-foot vessel was carrying sugar from South America to Canada when it developed engine trouble. When the ship docked in Newport News for repairs, U.S. Coast Guard inspectors discovered a plethora of safety hazards aboard the *Taxiarchis* and ordered additional repairs.

Kent Trading Corp. agreed to the repairs but quickly fell behind on payments. Meanwhile, port officials discovered that the company had run up \$2 million in other debts.

While creditors of the *Taxiarchis* went to court to battle for payment, Cyprus officials refused to aid the crew, on the grounds that the ship allegedly was not entitled to fly that nation's flag. According to press accounts, Capt. Andreas Constantinou, maritime attaché for the consulate general of the Republic of Cyprus, said the *Taxiarchis*' certificate of registry expired July 5. He added that the shipowner did not seek renewal.

So while the creditors fought for months in court, the crewmembers effectively were stranded on the ship. As one crewmember put it, were it not for the aid of the Seamen's Friend House and other groups, "We would have died."

Through the charitable organization, Thomas coordinated donations of 7,400 gallons of diesel fuel (to heat the ship) and 60 tons of fresh water (delivered by barge), as well as stores, clothing, medical care, money, counseling and more.

Meanwhile, in December the crewmembers' legal counsel filed a claim for back wages on the mariners' behalf in U.S. District Court in nearby Norfolk, Va.

### Court Orders Sale

The court eventually ordered the sale of the *Taxiarchis* at auction, and on February 3, another Greek shipping company bought the vessel for \$310,000.

The new owner ordered the crew off the

ship in mid-February. But the seamen were rescued by a local hotel owner who donated rooms for them. The crew spent its time there and at the Seamen's Friend House, where they had access to church services, meals, recreation, telephone services and reading material.

"We stayed in our rooms. What could we do? We cannot work here. We had no papers, no visas," Israel Quiroz, one of the crewmembers, told a Newport News newspaper.

*"It's criminal, the way those men were treated . . . The seamen were little more than indentured slaves."*

— Alice Reese Thomas,  
Director,  
Seamen's Friend House

(Thomas noted that the lengthy case has drained the Seamen's Friend House's annual budget. Donations may be sent to: International Seamen's Friend House, 128 32nd Street, Newport News, VA 23607, or call (804) 247-6113.)

The crew's lawyers eventually settled out of court, accepting roughly 65 percent of the \$108,000 in back wages owed to the men. The mariners agreed to the settlement in part because there was a strong chance the courts would have awarded them less, since they had to battle other creditors for part of the ship's \$310,000 selling price.

Most of the men received only about \$2,000 dollars apiece—this for a period spanning nearly one year.

"These conditions wouldn't happen if the flag states verified the conditions of the ships, or if they verified the financial status of the companies that buy them," noted Edd Morris, the SIU's ITF inspector.

"Another part of the problem is that crewmembers are lied to when they're recruited," he added. "They're lied to about wages and working conditions. Once they're on board and they find out about the lies, it's too late. Their countries won't do anything for them, so they're basically trapped."



Despite their hardships, the *Taxiarchis* crewmembers were extremely appreciative of the charitable efforts made by the Seamen's Friend House, the International Transport Workers Federation (ITF), the SIU and many other groups. The stranded mariners last month returned to their respective homelands.

# GL Towing Pact Ratified by Crews

Seafarers who sail aboard Great Lakes Towing harbor tugs in the Great Lakes region have approved a new five-year contract that will cover their wages, benefits and working conditions into the year 2000.

"Negotiations were very satisfying and the new contract is fantastic," Deckhand **Don Thornton** told the *Seafarers LOG*.

"The wage increase is significant and we have the guarantee of stable employment and benefits for next five years. It gives Great Lakes Towing Seafarers a good outlook on their future with things in the everyday world changing so fast," stated Thornton, who was part of the SIU negotiating committee.

"The SIU did an excellent job

in negotiating the new contract and represented the membership very well. I came out of negotiations feeling proud and happy," concluded Thornton.

Joining the deckhand from Detroit on the negotiating committee were SIU Vice President Great Lakes **Byron Kelley**, Representative **Timothy Kelley**, Patrolman **Ken Horner**, Deckhands **Mike Lock** of Toledo, **Tim McKenna** of Cleveland, **Ray Smith** of Ashtabula, Ohio and **Mike McCormick** of Rockwood, Mich.

Representatives for the Seafarers and the company held eight negotiating sessions beginning in early January and ending on March 31. The meetings took place in Detroit and at the company's



The SIU negotiating committee included (from left) Deckhands Don Thornton, Mike Lock, Tim McKenna, Ray Smith and SIU Algonac Patrolman Ken Horner. Not pictured is Deckhand Mike McCormick.

headquarters in Cleveland.

A review copy of the new contract was mailed to each SIU member employed by Great Lakes Towing. Once all Seafarers had a chance to examine the proposed contract, voting meetings were called for crewmembers across the Great Lakes. Seafarers discussed the new pact, and an appointed port steward

called the Algonac union hall with questions posed by the members. Once all questions had been answered, Seafarers voted on the contract. The port steward counted the votes and called the Algonac hall with the results.

The tugs, all named after U.S. states, accompany vessels in need of assistance into and out of ports

along all five Great Lakes. The primary ports serviced by the SIU-crewed tugs are Duluth, Minn.; Superior, Green Bay, Milwaukee and Oak Creek, Wis.; Chicago, Indiana Harbor and Buffington Harbor, Ill.; Detroit and Sault Ste. Marie, Mich.; Toledo, Lorain, Cleveland, Ashtabula and Conneaut, Ohio; Buffalo, N.Y.; and Erie, Pa.

# Seafarers Approve 10-Year Crowley RO/RO Accord

Seafarers who sail aboard Crowley American Transport vessels have approved a new 10-year contract that improves wages as well as medical and fringe benefits into the next century.

The agreement, retroactive to January 1 of this year, will cover SIU members sailing on the roll-on/roll-off vessels *Sea Fox*, *Sea Lion*, *Sea Wolf*, *Senator*, *Ambassador*, *American Condor* and *American Falcon*.

"The SIU always seeks to advance the job security of its members and this contract does that. It will keep the seven vessels running efficiently and provide employment for our members for many years," said SIU Vice President Contracts **Augustin Tellez**.

Although the agreement for wages and

shipping rules goes back to January 1, medical benefits provided by the new pact do not take effect until May 1 because of previous contract obligations.

As of that date, anyone who has been employed regularly on Crowley American Transport ships will be eligible for Seafarers Welfare Plan benefits and coverage. This includes spouses and dependents of Seafarers.

### Beneficiary Cards Needed

To participate in the Seafarers Welfare Plan, all dependents must be listed on a member's beneficiary card. The beneficiary cards can be obtained on board vessels and at hiring halls. Seafarers also can receive a Seafarers Welfare Plan booklet at their union

hall, aboard their ship or by requesting a copy in writing from the Seafarers Welfare Plan Office at 5201 Auth Way, Camp Springs, MD 20746.

If a Seafarer is sick or hurt prior to May 1 and is receiving treatment, it will be covered under the original program until treatment is concluded. Pregnancies prior to May 1 also will be covered under the old program.

SIU members aboard the Crowley vessels will continue to file for vacation and claim their vacation checks as they have in the past.

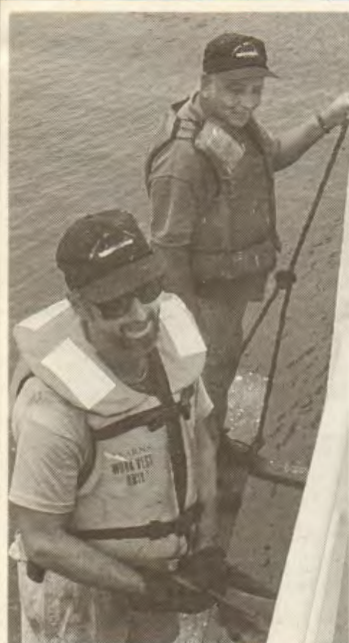
The new collective bargaining agreement provides wage increases for SIU members during the first five years of the pact. During the last years of the contract, there will be contract openers between the

union and the company to renegotiate wages, overtime rates and fringe benefits for the remainder of the agreement.

Seafarers were presented with the contract and ratified the pact through a show of hands aboard their respective vessels.

The *Sea Fox*, *Sea Lion* and *Sea Wolf* sail between the U.S. East Coast and South America. The *Senator* and *Ambassador* sail between Miami and Central America. The *American Condor* and *American Falcon* operate on military charters.

The Seafarers negotiating committee included Tellez, SIU Assistant Vice President **Dave Heindel** and **SIU Dania**, Fla. Port Representative **Ambrose Cucinotta**. Negotiations were held in Dania.



ABs **Michael Williams** (left) and **Ishmael Bryan** are two members covered by the new pact on the Crowley American's *Senator*.



Signing on the *Sea Fox* in Port Everglades is AB **Chris Conway**.



**AB Doug Lawton** adjusts a safety lashing on one of the *Senator's* inflatable life rafts during the ship's stay in Port Everglades, Fla.

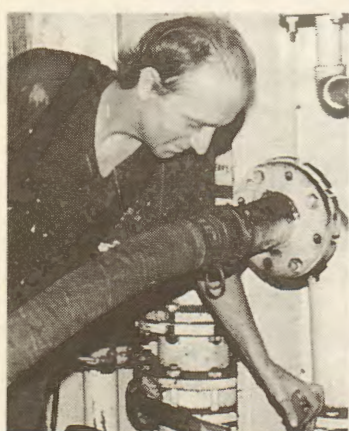


EPA-certified QMED **Bradley Geidner** examines the pressure on a refrigeration unit on the *Senator*.

## Between the Americas . . .

The booming export/import trade between the U.S. and Latin America provides constant cargoes for Crowley's fleet of seven roll-on/roll-off ships.

Seafarers on the *Sea Fox*, one of the RO/RO ships, sail from the East Coast of the U.S. to South America on a 42-day run, while the crew of the *Senator* makes a 14-day trip between southern U.S. ports and Central America.



*Senator* QMED **Robert E. Lee** checks the connections for a delivery of diesel oil.



**GSU Porfirio Alvarez** brews up a fresh pot of coffee on the *Senator*.



Overseeing the evening meal is *Senator* Chief Cook **George Sapp**.



**Bosun Donald Wagner** pressure cleans a *Senator* bulkhead.



Untwisting a mooring line on the *Sea Fox* is AB **Stan Andrulonis**.



**AB Larry Vouga** maintains radio contact while working on the *Senator's* heeling tank pumps.

# New Bedford Seafarers Seek Alternative Fishing Sites

*Action Necessitated by Federal Restrictions to Rebuild New England Groundfish Stocks*

To ensure continued fishing opportunities for SIU fishermen based in New Bedford, Mass., Port Agent Henri Francois and other representatives from that area's fishing industry traveled to Cape Verde to investigate fishing opportunities on the island nation off the west coast of Africa.

The trip in late March allowed Francois, Armando Estudante (the owner of an SIU-contracted

fishing vessel in New Bedford), Elsie Sousa from U.S. Representative Barney Frank's (D-Mass.) staff and others to inspect fish holding and port facilities in Cape Verde that could be used by fishing vessels from the New Bedford fleet.

The group from Massachusetts also met with Cape Verde government officials and fishermen to learn as much as

possible before making any commitments to bring part of the New Bedford fleet to fish the waters off the island nation.

In his report about the trip, Francois noted Cape Verde facilities could handle the needs of the New Bedford fleet. He also pointed out that residents of the nation speak English and Portuguese, as do many of the SIU fishermen from New Bedford.

The trip had been set up by Rep. Frank, whose district includes New Bedford. The congressman and his staff had held several meetings with Cape Verde officials prior to the March visit by the New Bedford delegation.

Frank and others have taken an active interest in assisting the Massachusetts fishing industry in finding alternative fishing sites for the fleet because the U.S. government continues to impose stricter rules that further reduce the amount of groundfish (cod, haddock and yellowtail flounder) allowed to be caught during the next five to seven years. Last fall, reports issued by biologists with the New England Fishery Management Council stated that fish stocks off the New England coast had col-



Discussing the possibilities with Cape Verde officials of SIU fishermen from New Bedford, Mass. fishing off the coast of the island nation are (left to right) Elsie Sousa of U.S. Rep. Barney Frank's office, SIU Port Agent Henri Francois, Dana Morse of the National Marine Fisheries Service and U.S. Consul for Cape Verde Teofilo J. Rose.

lapsed, and efforts to catch these stocks would have to be reduced to levels approaching zero.

Last spring, SIU fishermen led protests over the restrictions being imposed on groundfish fishing. As a result of the protests, the federal government provided an aid package of \$30 million to assist the New England fishing industry.

The SIU is working with its members to secure grants to explore the feasibility of switching

New Bedford fishermen from groundfish to mackerel fishing. Although mackerel is a less lucrative market than groundfish, its stock is in good shape.

Also working to help the New Bedford fishing fleet is U.S. Senator Edward Kennedy (D-Mass.), whose staff is looking into a venture that would allow part of the fleet to fish in the waters off the coast of Argentina in South America.

## Maritime Briefs

### Jail Sentences Imposed For Marine Oil Pollution

Federal indictments have been handed down to Pedro Rivera, general manager of the Bunker Group, Puerto Rico, and three companion companies for their roles in the 1994 oil spill off the coast of San Juan, P.R. in which the barge *Morris J. Berman* lost more than 650,000 gallons of heavy number 6 bunker oil after running aground. Rivera faces up to five years in prison, if convicted, and the companies may have to pay fines of more than \$100 million.

In another case, Evelyn Berman Frank was ordered to begin a three-year sentence for violating her probation from a previous indictment for pollution of Newark Bay and the New Jersey shore. Her family's tug, barge and tank-cleaning companies have been banned from doing maritime business in New York because of environmental accidents. New Jersey records reveal a connection between New England Marine (one of the three companion companies of the Bunker Group which operated the *Morris J. Berman*) and the Frank family



### Shipping Groups Excluded From WTO's Maritime Talks

U.S. and European/Japanese shipping lobbies recently were denied admittance to the World Trade Organization (WTO) meetings on maritime transport, reportedly because the newly created parent organization wants only government representatives to participate in its talks.

The WTO, an international body designed to govern commerce among nations, was created through passage last year of the General Agreement on Tariffs and Trade (GATT), a voluminous and complex trade deal.

Maritime services were not included in the GATT, but the U.S., the European Union and five other countries are set to resume negotiations on shipping. They have until June 1996 to reach an agreement on liberalizing maritime transportation. The SIU opposed GATT's passage and believes maritime should be excluded from the pact.



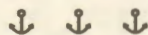
### CG Bill Would Revise Inspection Standards

The House Transportation and Infrastructure Committee is expected to mark up the fiscal-year 1996 Coast Guard authorization bill soon. (Mark up is the process of preparing a bill for its next step in the legislative process.)

Among the bill's provisions are measures that would alter Coast Guard standards for design, construction and inspection of U.S.-flag vessels, with the intent of making U.S. standards comparable to international ones.

The provisions would allow the Coast Guard to implement the Management Code for the Safe Operation of Ships and for Pollution Prevention adopted in the International Convention for the Safety of Life at Sea (SOLAS). They also would permit the agency to rely on reports and documents of third parties to carry out ship inspections, and allow "model" companies to self-inspect their vessels; approve construction equipment for use on private U.S. ships that foreign governments, in line with SOLAS standards, have approved; issue a certificate of inspection every five years instead of the current two; and allow recognized foreign classification societies to conduct inspections and examinations of ships.

The House of Representatives approved similar language when it passed the FY '95 Coast Guard authorization bill last year. However, the Senate never acted upon the measure.



### David Sanders Named Acting Administrator For St. Lawrence Seaway Development Corp.

David Sanders, chief of staff for the St. Lawrence Seaway Development Corp., has been named its acting administrator. The 35-year-old Sanders replaces Stan Parris, who has held the position since 1991.

The St. Lawrence Seaway Development Corp. oversees U.S. interests on that waterway, which links the Great Lakes and the Atlantic Ocean.

## Coast Guard Ceases Fee Collection For Merchant Mariner's Documents Union Presses for Refunds Retroactive to 1993

Responding to a federal court order pertaining to a lawsuit filed by the SIU, the U.S. Coast Guard stopped charging a \$17 fee for background checks when seamen apply for merchant mariner's documents (z-cards) or licenses as of December 5, 1994.

The union also continues to press the federal agency to refund the \$17 charged to all mariners who have paid the fee since it was implemented in 1993. The Coast Guard has stated it is not obligated to do this.

In a letter sent to the Coast Guard last month, the SIU pointed out the Supreme Court has ruled several times that when such a fee or charge has been declared illegal, it should be considered retroactive to the time of implementation. The union said it considers "any continuing refusal by the Coast Guard to refund these fees . . . to be not substantially justified."

In his decision of November 23, 1994, U.S. District Court Judge Louis F. Oberdorfer declared the \$17 fee to be illegal because the background checks conducted by the FBI did not benefit mariners but were for "primarily maritime safety."

The Coast Guard, an agency within the Department of Transportation, started collecting the \$17 as part of the overall fees charged for z-cards and licenses in a program implemented on April 19, 1993. Four days earlier, the SIU, other maritime unions and five individual mariners filed the suit against implementation of all such fees.

Because the union had not been notified that the Coast Guard was complying with the judge's orders, the SIU, on behalf of all the plaintiffs in the case, wrote the agency in a letter dated March 16 that the collection of the \$17 background check fee should end.

### Centers Notified

In its reply of March 29, the federal agency said it had notified all the regional examination centers to stop charging the fee as of December 5, 1994. The letter noted that some mariners had been charged since the cutoff date and efforts are under way to refund the money. The letter also asked the SIU to notify the Coast Guard if the union was aware of any additional cases where the \$17 fee was charged after December 5 so corrective action could be taken.

Additionally, Judge Oberdorfer ordered the Coast Guard to recalculate the way it determines the costs for z-cards and licenses. Presently, fees range from \$35 for issuing an entry-level merchant mariner's document to \$250 for an upper-level license.

In its March 16 letter, the SIU asked the Coast Guard for an update on this issue. The federal agency replied that it still is working on the recalculations and does not expect to have the new figures before July of this year.

### Deficit-Cutting Measure

User fees for z-cards and licenses were implemented by the Coast Guard after Congress passed and President Bush signed the Omnibus Budget Reconciliation Act of 1990. The legislation intended to reduce the federal deficit.

Within the act, Congress removed a longstanding prohibition on the charging of fees for z-cards and licenses. The Coast Guard issued its proposal to charge user fees in 1991, allowing for a comments period. The SIU challenged the agency's action with a series of strong protests.

The Coast Guard announced on March 19, 1993 that it would begin collecting the user fees as of April 19, 1993. The SIU—along with the District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers, International Association of Masters, Mates and Pilots, Sailors' Union of the Pacific, Marine Firemen's Union and five individual mariners—filed suit in the U.S. District Court for the District of Columbia on April 15, 1993 to stop the collection of all fees associated with z-cards and licenses because they constituted an illegal work tax on mariners.

In his ruling of November 23, 1994, the judge denied that the user fees were a work tax because mariners benefit from being documented and licensed. The SIU and others have challenged that decision and filed on January 20 an appeal with the U.S. Court of Appeals for the District of Columbia Circuit.

Likewise, the Coast Guard has appealed Judge Oberdorfer's rulings to stop charging for background checks and recalculate the fees charged for z-cards and licenses. No date has been set for either case.

## Advisory Group Analyzes Inland Training Needs

The Paul Hall Center's Inland Advisory Board Subcommittee met on April 26 at the Lundeberg School in Piney Point, Md. to discuss the industry's training needs and to review the full slate of new courses now available for boatmen at the school.

The subcommittee also reviewed new and possible regulations affecting inland waterway shipping.

Representatives from the SIU, Seafarers-contracted inland operators and instructors from the Lundeberg School comprise the group, which was formed by the school and is part of the Inland Towboat Advisory Board. The Board's primary mission is to make recommendations regarding the school's curriculum for boatmen. (Both the Board and the subcommittee are volunteer groups formed by the school.)

As in years past, representatives from the U.S. Coast Guard also attended the meeting of the Inland Towboat Advisory Board Subcommittee. They answered questions about various regulations and procedures, including the recently issued federal rule that requires towboat operators to hold a radar endorsement.

### New Courses

Lundeberg School instructors J.C. Wiegman, Eric Malzkuhn and Jim Brown reviewed some of the new courses available to inland Seafarers at Piney Point. They also conveyed to the companies the feedback received by Seafarers who have taken the classes.

Since last year, the school has established a curriculum that is specially designed for inland members, whose time-off requirements are different from those of members who sail on deep sea vessels. Those courses include deck-inland, radar observer/inland and radar observer/rivers, engineroom familiarization, diesel engine maintenance, electrical, hydraulics, welding and DDE/limited license preparation (see page 23 for a schedule of upcoming classes).

Also during the past year, Lundeberg School instructors conducted a nationwide series of refrigeration technician classes and radar operation courses in order to enable all Seafarers to comply with the latest environmental regulations.

Brown outlined the various radar courses offered at the Paul Hall Center and explained who needs which type of certification. He also stated that the most recent additions to the school's fleet of training vessels feature several different types of radar, which will be utilized by upgraders in the radar courses.

Malzkuhn and Wiegman, with plenty of feedback from company representatives, led a discussion about how the various companies and the boatmen who are in their employ can make the best use of the inland courses, from timely scheduling to choosing the most-needed training.

The instructors also reiterated that the Lundeberg School is able and willing to customize classes to meet the particular training needs of individual companies, and that such training may be made available at SIU halls.

"In order for everyone to get the most out of these classes, we have to have effective communication between the school and companies," said Malzkuhn.

### New Political Climate

Terry Turner, the SIU's director of legislative affairs, presented the subcommittee with an overview of the new political climate on Capitol Hill and how it may affect several key pieces of maritime legislation.

"Maritime has always enjoyed bipartisan support, but there's still a lot of work to be done," Turner said. He noted that the Jones Act and cargo preference programs are under attack, as are the Federal Maritime Commis-



Members of the Lundeberg School's Inland Advisory Board subcommittee discuss the selection of new courses available at the Paul Hall Center for Seafarers who sail in the inland division.

sion (FMC) and the Shipping Act of 1984. (The Jones Act calls for cargo transported between domestic ports to be carried by U.S.-flag and U.S.-owned ships and crewed by American mariners. Cargo preference programs require that set percentages of Department of Defense and Department of Agriculture cargoes be carried on U.S.-flag vessels.)

In addition to fighting to preserve the FMC and the aforementioned legislation, the SIU this year is pushing for measures that would raise safety standards by improving towing procedures, licensing boatmen, documenting boatmen and estab-

lishing manning levels, Turner said. (Those measures nearly were enacted last year as amendments to the Coast Guard Authorization Act, but died in the Senate.)

SIU Executive Vice President Joseph Sacco welcomed the group and pointed out that the Lundeberg School, in addition to expanding the amount of hands-on training in its classes, also "has renewed the emphasis of teaching upgraders about the industry's big picture. They need to be fully aware of their responsibilities to be safe, productive workers. And we want to make sure you have the best and most competent and most qualified people."

In attendance were Dave Brown and Bill Ferguson of Or-gulf, Art Knudsen of McAllister of Norfolk, Va., Don Ivins and Stan Latka of Express Marine, Bob Baumann and John Burns of Maritrans, David Kish of Delta Queen Steamboat Co., Jeff Parker of Allied Towing of Norfolk, Va. and Herb Walling of Moran Towing of Connecticut.

Also present were Leo Braun of Dixie Carriers, Charlie Nalen of Crowley of Seattle, Tom Kelly of Sheridan Transportation, Tom Bethel and Bob Kiefer of the American Maritime Officers, and Coast Guard representatives Randy Dekrone, Craig Bone and Greg Cope.

## ITF, Coast Guard Reps Tackle Safety Issues

### Participants Strive to Strengthen International Maritime Standards

Representatives from the Seafarers' Section of the International Transport Workers Federation (ITF) and the U.S. Coast Guard met April 7 at the Paul Hall Center in Piney Point, Md., to discuss a wide range of maritime safety issues. SIU officials and Lundeberg School representatives also participated in the day-long meeting, which largely focused on upcoming revisions to the International Convention of the Standards of Training, Certification and Watchkeeping (STCW).

The conference was scheduled in order to capitalize on the presence of more than two dozen ITF delegates who already were in Maryland to conduct meetings of the ITF's Maritime Safety Committee. (The safety committee, which strives to protect mariners' rights, planned strategy for the Diplomatic Conference of the STCW, scheduled to take place June 26 through July 7.)

"I know you're aware of the forces who are fighting against the international movement for improved safety," said SIU President Michael Sacco in welcoming participants to the one-day meeting. "They not only don't want stricter standards, they want to escape the ones that already exist."

"It's a serious threat, and that's why the SIU supports you and joins with you in your efforts."

### 500-Plus Unions

The ITF is based in London and is comprised of more than 500 unions—representing individuals employed in the maritime, rail, trucking and airline industries—from 110 nations. The SIU is a member of the ITF's Seafarers' Section, whose primary objective is to eliminate runaway shipping and secure a link between a vessel's flag and the nationality of its owner. The group's second objective is protecting and improving the conditions of employment of seafarers serving aboard flag-of-convenience vessels, as well as ensuring that those mariners are protected from exploitation by shipowners, ship managers and manning agents.

Like other maritime organizations throughout the world, the ITF has been preparing for this summer's meetings to update the STCW. That 17-year-old agreement, administered by the International Maritime Organization (IMO) and adopted by more than 90 countries, sets minimum standards for



ITF delegates meet with U.S. Coast Guard officials last month at the Paul Hall Center to discuss maritime safety issues. SIU officials also participated in the day-long conference.

certification, training and skills needed by mariners worldwide. (Signatory nations may have more stringent rules than the ones set out in the STCW.)

During last month's meeting at Piney Point, Sven-Eric Nylund, an ITF/IMO coordinator and representative of the Finnish Ship's Officers Union, outlined the ITF's main goals for revision of the STCW, the vast majority of which the SIU supports. They include:

- raising the training and competence level for all categories of mariners
- introducing mandatory rest periods and maximum hours of work
- maintaining existing requirements on sea-going service
- retaining the watchkeeping provisions in the STCW, including night lookout
- making basic safety training mandatory for all seafarers, and

### Obstacles to Safety

Throughout the day, participants pinpointed some of the main obstacles to international maritime safety.

Ake Selander, ITF assistant general secretary, noted that "crew cost is the main source of competition between shipowners. That leads directly to exploitation and to deplorable conditions."

Sacco raised the issue of seamen in certain nations purchasing certificates for any rating, regardless of their work experience. "It's a

serious problem, and we must find a solution," he said.

Joseph Angelo, associate program director from the Coast Guard's Office of Marine Safety, Security and Environmental Protection, urged representatives from other nations to join together in defeating the proposal to include solo bridge watch at night in the STCW revisions.

He also gave a detailed presentation on the Coast Guard's port state control initiative, as an example of what the U.S. has done to identify and correct safety hazards on ships calling at American ports. The 25-year-old program was revised in May 1994, in part to help the Coast Guard "take a harder line against substandard ships" by strictly enforcing international treaties, Angelo said.

During the past year, Coast Guard interventions rose to 273, compared with 55 the previous year.

Sacco summed up the focus of the meeting when he said, "During the past couple of meetings on the STCW, foreign-flag shipowners have consistently tried to weaken existing international standards for safety and training. They want to reduce manning levels and cut back on training requirements. . . . They say shipowners should be able to police themselves. They want voluntary compliance, voluntary surveillance and voluntary reporting."

"We might just as well ask inmates to lock the jailhouse doors at night."

# Clinic Opens for Texas Boatmen

Full Range of Medical Services Available for Inland Members



Taking advantage of the convenient location, Kenneth Moore receives his annual physical examination at the new Nederland clinic. Moore works aboard Sabine Towing vessels as a chief engineer.

The SIU has entered into a contract with the Tower Medical Center of Nederland (Texas) which will provide inland members and their dependents with work-related and routine medical examinations, diagnoses and treatments.

Located at 2100 Highway 365 in Nederland, the clinic is approximately 80 miles from the Houston hall.

"The facility was selected," said Dr. Kenneth Miller, Seafarers Welfare Plans medical director, "in an effort to address the need for annual physical examinations for our inland members who are employed aboard Moran, Higman, Sabine and Crowley tugs and dredges."

#### Experience With Mariners

He added that The Tower Medical Center was referred to the union as an excellent clinic in the area because of its long-standing interest and experience in evaluations of maritime employees, as well as workers in other occupational settings, particularly

those in the petroleum industry.

The Tower Medical Center staff of 15 includes doctors, nurses and technicians who are able to provide all the medical services required by Seafarers, including annual physical examinations and drug and benzene tests. The center also is able to perform hearing and vision tests, X-rays, stress tests and other diagnostic studies.

#### Open Six Days a Week

The Tower Medical Center of Nederland is open six days a week: Monday - Thursday from 8 a.m. to 7 p.m.; Friday from 8 a.m. to 5 p.m.; and Saturday from 9 a.m. to 3 p.m.

Inland members, their dependents and pensioners wishing to utilize the services of the clinic should contact the Houston hall one or two days in advance so that eligibility can be determined and the necessary paperwork can be processed and



Boatmen along the Texas-Louisiana border can get physicals and medical attention at the Tower Medical Center.

sent over before the scheduled appointment.

Those members requiring MSC-related services or deep sea medical evaluations should continue to use the services of the Houston clinic, located at Med. Place 1, Suite 1605.

## Ex-Seafarer Discovers Hidden Sea Treasures

A life of sailing the world's seas inspires many Seafarers to take up maritime-related special interests and hobbies. For former SIU member Nelson Jecas, that special passion has become deep sea treasure hunting.

Jecas first became interested in discovering hidden treasures of the ocean, following his 1960 graduation from the Andrew Furuseth Training School in Brooklyn, N.Y.

"I was 18 years old when a buddy and I decided that we

wanted to go to sea," recalled Jecas. "The training that I received was excellent," Jecas told a reporter for the *Seafarers LOG*.

Shortly after sailing for the SIU, Jecas went to work with a private organization which performed scientific research of the sea. It was at this time Jecas began collecting various artifacts from the bottom of the sea that had been preserved over time by sand and salt water.

"I began finding old coins,

bottles and lighters which have been dated from the early 1900s. It stirred my interest and I thought that I might be able to find more at the bottom of the ocean," noted the former engine department member.

"I am mainly interested in finding old Navy stuff from where ships have sunk. I also have read a lot about pirates who used to bury their treasures," added Jecas. "I am still looking for my chest of gold."

Jecas also has found medieval artifacts and an iron anchor from the turn of the century.

While he likes to keep some of his treasures for use in shows, he donates many to museums.

Jecas now owns his own watch- and clock-repair business, but his spare time is devoted to discovering treasures of the sea.

He spends a lot of time visiting museums and libraries as well as researching old shipwrecks and determining where ships have sunk. Jecas primarily hunts for treasures along the New Jersey and Delaware coast but will occasionally travel to the coast of Florida and to the Caribbean.

While much of Jecas's findings are simple treasures, a recent find proved to be perhaps his most

fascinating treasure to date.

Following a storm off the coast of New Jersey, Jecas hit the beach with his metal detector, his normal routine for discovering seaside treasures. This time he came upon what he described as his "biggest find yet."

"I discovered a metal chest near the shore under two feet of water," recalled Jecas, who added that the chest may have been washed to shore during the storm.

"It had an etched picture of a ship on top, and when I opened it up I found a leather carrying case labeled with a U.S. Merchant Marine emblem and stamped with 'Seaman's Identification Papers,'" stated Jecas.

Inside the leather case, Jecas found a ribbon and a picture of a man in a U.S. Navy uniform. According to Frank Braynard, historian for the U.S. Merchant Marine Academy in Kings Point, N.Y. who examined the articles, the seaman's leather case dates from near the end of World War II. The photograph is unidentified, but the uniform has been determined to be what was worn by Navy personnel near the turn of the century.

Jecas noted that the metal box appears to be much older than the

seaman's wallet. "It is probably something that this person inherited from someone like his father or grandfather who was also a seaman," noted Jecas.

"This find will keep me going. I really hope to find even bigger and better remnants of the sea, but for now I am really proud to have discovered such a treasure," concluded Jecas.



Nelson Jecas, a former engine department member, holds the metal case he found near the shore.



Discovered inside a submerged metal chest was this zippered leather case (see inset), perfectly preserved by sand and salt water. In it, Nelson Jecas found a photograph of a man in a U.S. Navy uniform and a military ribbon, dating from the turn of the century. Anyone who may have information about the background of the photograph and ribbon may contact Jecas through the *Seafarers LOG*.

## For Ombac, Creativity Is the Key

To be a chief steward aboard an SIU-crewed ship, creativity with the menu is important in making a long voyage a success for those on board.

For Ed Ombac, that creativity extends into his private life as well. Ombac enjoys creating and carving objects out of wood and ice. These skills have come in handy when he has sailed in the steward department aboard American Hawaii Cruises passenger ships.

Recently he learned a new skill in his spare time while completing the recertified steward class at the Lundeberg School. During evening sessions at the Lundeberg School's arts and crafts department, Ombac designed and built out of newspaper a scale model of a fishing boat found in the South Pacific. Following the March membership meeting at Piney Point, Md., the steward presented the model to the school.

"I like to use my imagination," Ombac told a reporter for the *Seafarers LOG*. "I enjoy making things."

The model, recycled from earlier editions of the *LOG*, features a small house with a thatched roof, oars and a sail made from cloth. The vessel is just a little more than a foot in length and took about one week to build.



Ed Ombac (right) shows off his paper model of a fishing boat to SIU Executive VP Joseph Sacco.



# Tanker Course Stresses Accident Prevention

One of the central goals of the Paul Hall Center's tanker operation/safety course is to emphasize and illustrate the critical need to prevent oil spills, shipboard fires and other potential problems related to tanker operations.

With that in mind, Seafarers who take the course receive detailed instruction on how to prevent accidents, as well as what to do in case a mishap should occur.

Last month, 35 upgraders representing all departments became the third class to complete the course this year. (For Seafarers who sail in the deck or engine departments, the class lasts four weeks. For steward department members, it is a two-week course.)

Pumpman Paul Lewis said that, overall, the course will help him by making him even more safety conscious when he resumes sailing. The four-year member of the SIU, who lives in San Diego and ships from the port of Wilmington, Calif., noted, "The instructors in the tanker course are well-versed on the technology we need to know aboard our ships."

### Questions Answered

Chief Pumpman Keith Donovan commended the Lundeberg School instructors for "answering any and all questions."

Donovan, whose home port is New Orleans and who resides in Pensacola, Fla., singled out the hazardous materials training as a course highlight.

The class is required for all Seafarers who sail on tankers.

When the SIU and Seafarers-contracted companies agreed during negotiations to establish the tanker operation/safety course, and when Lundeberg

School instructors developed the curriculum, a number of course objectives were set. Besides stressing prevention, they include:

- increasing Seafarers' awareness of various provisions of the Oil Pollution Act of 1990 (OPA '90) as well as their impact on the tanker industry
- instilling greater knowledge of the hazards and characteristics of products carried aboard tankers
- broadening students' familiarity with the shipboard duties, including safety responsibilities, of various crewmembers
- bolstering members' firefighting skills through a mix of hands-on training and classroom instruction
- providing comprehensive studies of tanker construction and safety, and more.

Instructors seek to accomplish those and other goals by overseeing hands-on exercises such as confined-space safety training and rescue operations, as well as fit-tests using respirators, taking meter readings with atmospheric monitoring equipment and creating site-specific shipboard safety plans.

Topics covered in the classroom include fire chemistry, rules for protecting the marine environment, inert gas systems, chemical and physical properties of petroleum products, federal regulations, chemical data guides and more.

### Student Feedback

A key part of the new class, particularly during the first few months of this year, has been student feedback. Upgraders are encouraged to fill out written critiques of the class, and they also verbally have given suggestions for refining parts of the



Members of the latest tanker operation/safety course meet with SIU Executive VP Joseph Sacco (left) to discuss the long-range effects that OPA '90 and other safety-related laws are having on the industry.

course curriculum.

"As planned, we're getting ready to re-evaluate the program," noted Bill Eglinton, director of the

Lundeberg School's vocational education department. "The student feedback has been excellent, and we will utilize their input."

The tanker operation/safety class is scheduled to be conducted at the center each month during this year.

## Boatmen Use Moore's Landing As Staging Area for Tugs/Barges

Moore's Landing near Wyatt, Mo. is a place that does not exist on tourist maps. But for Seafarers who ply the waterways of the Mississippi, Illinois and Ohio rivers aboard Orgulf Transportation tugboats, it is the busiest water terminal in the region and is known as the hub of the entire industry.

Moore's Landing, as it was dubbed by the company, is a small inlet on the Mississippi River. Orgulf uses Moore's Landing as its transfer or staging area for upper and lower river tugs and barges. Because the Mississippi is wider south of Moore's Landing, the river can handle additional traffic. Orgulf operates larger tugs with up to 35 barges on this part of the river.

North of Moore's Landing, Orgulf tugs have to deal with narrow waterways and locks. The company runs smaller tugs that push up to 15 barges, depending on conditions.

At Moore's Landing, the company moves the barges to make up the proper tows for their final destinations.

Orgulf Transportation, which is based in Cin-

cinnati, Ohio, carries mulch, coal, scrap and other dry cargoes on its barges along the Mississippi and its tributaries. When the tugs pushing the barges reach Moore's Landing, they are broken up to create new tows in order to reach their final destinations.

"Moore's Landing is a place that is always bustling with activity.

At any given time there can be well over 100 barges tied together waiting to be picked up and transported elsewhere," said SIU Representative Becky Sleeper, who provided the photos accompanying this article.

"The Orgulf tugs run on a 30-day schedule, so this is the only lengthy stop in a very busy schedule," she noted.



Reporting to the Omar's crew lounge for a special safety meeting is Utilityman David Bryant.



Confined-space safety and rescue training, part of the school's tanker operation/safety course, is designed to bolster members' skills.



As part of the course curriculum, upgraders practice donning the proper protective clothing for hazardous materials operations.



While waiting to transfer barges at Moore's Landing, Leadman Jerry Bell (left) and Deckhand Tommie Mitchell report to the galley aboard the Omar.



Crewmembers regularly attend union meetings aboard the Omega. From left are Utilityman Danny Bachheit, Utilityman Andre Thompson, Deckhand Ralph Vance and Cook Linda May.



Olmstead crewmembers Cook Vivian Gaines (left), Deckhand Greg Stampley and Deckhand Josh Shoate ask SIU Rep Becky Sleeper (right) questions about medical benefits.



Labdon Cook Barry Cheeks reviews the list of inland upgrading courses available at the Lundeberg School, while SIU Representative Becky Sleeper looks on.



Twin Cities Cook Doris Taylor signs in at the union meeting.



Organizing stores aboard the Robert Stout is Cook Pam Johnston.



Utilityman Bill Brown contacts the pilot house on board the J.N. Phillips.



Ready for the Robert Stout meeting is Utilityman David Johnson.

# Union Gains Pay, Benefits Package For Crews Affected by S-L Flag Switch

Continued from page 3

for other companies before returning to another Sea-Land vessel two years ago as a bosun and has sailed regularly aboard Sea-Land vessels since then. Having lost his bosun job on one of the reflagged vessels, he would be considered as having three years of service to Sea-Land for the severance payment.)

In consideration of the other unlicensed jobs aboard the five reflagged Sea-Land vessels, in lieu of severance the company will pay into a special pool within the SIU employee benefit plans. The money contributed by Sea-Land will be used to help Seafarers adversely affected by the shrinking job pool created by the loss of the five ships. Plan representatives will meet in the near future to determine the guidelines for how the funds will be used.

With regard to the benefits plan, Sea-Land will make regular contributions for the next two years based on what would have been paid had the five vessels not been reflagged. These funds will help keep the various plans sound and viable in order to provide benefits into the future.

The union was able to reach this agreement with Sea-Land because of a variety of measures the SIU implemented as soon as the reflagging was approved by MarAd.

The union immediately launched a strongly worded protest with MarAd over the Sea-Land action, calling on the Department of Transportation agency to conduct public hearings to collect evidence on the impact that such a reflagging

would have on the nation.

The SIU noted that approval of the reflagging was premature because Congress is involved in enacting maritime revitalization legislation that will affect the Sea-Land fleet. Also, the union noted the U.S. military had stated its preference that the ships remain under the U.S.-flag.

### International Options

At the same time, the union began investigating options open to it through the International Transport Workers Federation (ITF), the London-based organization whose membership includes most of the world's seafaring and longshore unions.

The SIU has a long history with the ITF, going back more than 40 years. The ITF has long fought to improve the working conditions and wages for mariners, especially those from non-traditional maritime nations.

With Sea-Land's decision to reflag the five vessels to the Marshall Islands, the SIU held meetings with ITF representatives to come up with ways of ensuring the Sea-Land vessels would meet internationally accepted safety and crewing standards. One such meeting took place in Felixstowe, England shortly before the recrewed *Sea-Land Freedom* was scheduled to make its first port visit there. (However, the vessel was re-routed just before its scheduled arrival.)

Sea-Land began its effort to reflag part of its fleet in June 1993 when it applied to MarAd to

transfer 13 containerships from the U.S.-flag to a foreign flag. That request was held up while Congress debated a maritime revitalization bill.

The company filed a new petition to reflag five ships in Novem-

ber 1994 after the farm-state senators killed Senate consideration of the bill through a parliamentary procedure. (The bill had been passed by the House of Representatives with overwhelming bipartisan support.)



Working through the ITF, officials from the U.S. maritime unions affected by the reflagging of five Sea-Land vessels met in Felixstowe, England in March with representatives of the British dockers union. From the left are Mark Zalenski, District No. 1-MEBA secretary-treasurer; James Hopkins, MM&P secretary-treasurer; Trevor Kent, representative of Britain's Transportation and General Workers Union (TGWU); Peter Landles, TGWU secretary-convenor; John Fay, SIU secretary-treasurer; and John Sansone, ITF representative.

## SIU Pushes Congress To Pass Maritime Bill House Panel Holds First Hearing

Continued from page 3

foreign seamen refused to sail into the Persian Gulf to deliver materiel during Operation Desert Storm.

Sacco stated maritime revitalization legislation is needed to keep America active in carriage of world trade.

"Allowing foreign vessels to gain total control over our trade, especially as the United States moves to eliminate international trade barriers, would create an opportunity for economic blackmail. The United States can only realize the goals of free trade if it remains a full participant in all aspects of international trade, including shipping," he told the panel.

### Companies Urge Support

Also testifying before the panel were representatives from SIU-contracted companies Sea-Land Service, American President Lines, Crowley Maritime and Waterman Steamship.

Speaking for the shipping companies, John Snow, the president of CSX Corporation, which owns Sea-Land, informed the elected officials that the companies also supported maritime



House Merchant Marine Panel Chairman Herbert H. Bateman (R-Va.) stresses the importance for Congress to act quickly in passing a shipping bill.

revitalization legislation.

Snow noted that passage of such a bill would be "a critical step forward in fostering an American liner fleet which is able to compete in world markets and provide substantial sealift in support of our armed forces."

H.R. 1350 is awaiting action by the House National Security Committee, which has jurisdiction for the actions of the House Merchant Marine Oversight Panel.



Company: *The Bron-Shoe Company*

UIW members at Bron-Shoe: *Responsible for all manufacturing services, from order entry to processing to shipping*

Facilities: *Production plant and headquarters in Columbus, OH*

Services provided: *Baby shoe bronzing and silver restoration*

Distribution: *Nationwide*

That's a fact: *For information about bronzing or silver restoration services, call 1-800-722-8464, extension 614.*



*Bron-Shoe is America's oldest and largest baby shoe bronzing company as well as the nation's largest silver restoration company.*

*When Seafarers utilize the services of Bron-Shoe, they are putting their purchasing dollars to work for themselves and their fellow trade unionists. That is because within the family of unions which make up the Seafarers International Union of North America (to which the Atlantic, Gulf, Lakes and Inland Waters District belongs), there are workers who produce a wide variety of goods and services.*

*When Seafarers buy products from companies like Bron-Shoe, they not only are getting the best-made American goods, they also are supporting union workers. The United Industrial Workers (UIW) is one of the autonomous affiliates of the SIUNA, and employees of Bron-Shoe are UIW members.*

*The Seafarers LOG regularly highlights various union-made products and services.*

# Kids Rate a Piney Point Vacation Tops

From left to right, posing at the entrance to the maritime center's grounds are cousin John, Jessie, cousin Emily and Bobby.



Bobby and Jessica Darden, the children of AB Jim Darden and his wife, Pam, consider the Paul Hall Center in Piney Point, Md. to be their home away from home. In their short lives of 11 and 9 years respectively, the two children from Newville, Pa. have discovered something that many other Seafarers and their families also have experienced—a vacation at Piney Point is relaxing, fun, adventurous and an all-around good time.

Having made their first trip to the facility eight years ago, the Darden family has returned each year—sometimes twice a year—to enjoy the sprawling campus, tranquil waters and exquisite beauty surrounding the maritime center.

Fishing, swimming, boating and crabbing are but a few of the activities which the Darden family enjoys while vacationing at Piney Point. Bobby and Jessica ("Jessie" as she is affectionately known by her family and friends) also enjoy meeting other children of Seafarers from all over the country.

The Darden children often bring friends and

cousins on trips to the maritime center. Their father notes, "There is never a shortage of volunteers to go to Piney Point. The children just love it so much, and every trip brings something new for them, no matter how many times we visit."

Several years ago, in fact, Jessie requested that her family travel to Piney Point each year to celebrate her birthday. True to her wishes, the family returns to the center for the special occasion, in addition to their annual family vacation at the site.

On this page, are letters written by Jessie and Bobby about their vacations at Piney Point, as well as pictures of them at the center as they have grown over the years.

Other Seafarers and their families also can create their own treasured times by indulging in a fun-filled Piney Point vacation. Filling out the application below and mailing it to the address listed is the first step in obtaining wonderful memories from a true family vacation at Piney Point.



On board one of the center's vessels and ready for a day of sailing on the Chesapeake Bay are (from left to right) Jessie, cousin Emily (standing), cousin John and Bobby. Inset is a recent portrait of the Darden family.

## Vacationing at Piney Point.

I like Piney Point because there's a lot of nice people there. They have a lot of things for the children + parents to do. Like swimming, volleyball, a gym, basketball, tennis, baseball, crabbing, boating, fishing. They give you great rooms. They have great food that really really good cooks cook. At nine o'clock is a night lunch you can have ice cream or make a sandwich. I've been coming to Piney Point for seven years. I love having my birthday here. I've had a great time in all the year's I've had here. There's a man named Richard he takes me fishing and on boat rides he's really nice he's a great guy. There's a pond you can go catch catfish and feed the ducks bread. The people who work in the kitchen give us bread and help clean our fish and give us bait for the fish.

by Jessica Suzanna Darden

Jessie jumps off the diving board of the Olympic size pool at the Paul Hall Center.



Enjoying a day on one of the many vessels docked at Piney Point is just one of the summer activities the children love.



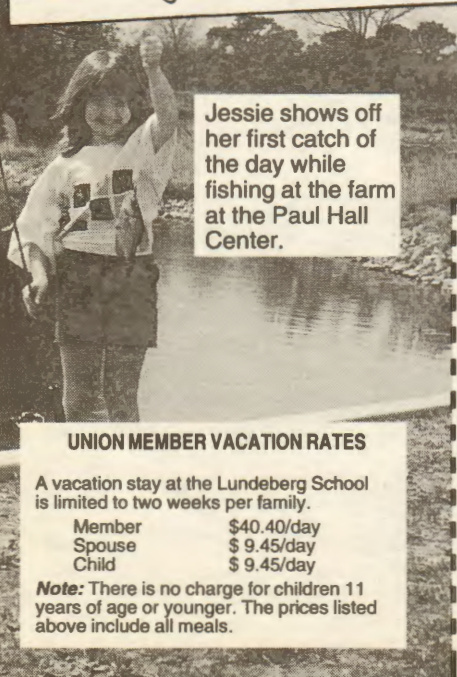
## Piney Point

I have been going to Piney Point since I was three. Now I am eleven. I like going to Piney Point because there are many things to do. There are basketball courts, tennis courts and a pool. I like to crab off the pier. My good friend Ritch takes me fishing in his boat. In the summer I meet a lot of other kids.

The food there is great. Between meals and at night lunch there is ice cream. When dad and mom say it's time to go, we beg them so that we can stay one more night. There's also a gift shop where we go to shop before we leave. I've had a great time there. I think you should go and have a vacation there too.

By Bobby Darden.

Jessie shows off her first catch of the day while fishing at the farm at the Paul Hall Center.



### UNION MEMBER VACATION RATES

A vacation stay at the Lundeborg 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.

### SEAFARERS TRAINING & RECREATION CENTER—Vacation Reservation Information

5795

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

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

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

Date of arrival: \_\_\_\_\_ 1st choice

\_\_\_\_\_ 2nd choice

\_\_\_\_\_ 3rd choice

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

Stay is limited to a maximum of two weeks.

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

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

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



The SIU continually represents the interests of its members before congressional groups considering legislation that, if passed, would impact the lives of Seafarers and their families. Above, SIU Executive Vice President Joseph Sacco recommends steps to promote a strong U.S.-flag shipping capability.

## THE HOUSE

The following committees, subcommittees and panels have some form of jurisdiction over government programs that bolster the U.S.-flag fleet and impact on the lives of Seafarers who work in all segments of the American maritime industry—deep sea bottoms, domestic waterways towboats, Great Lakes vessels, fishing boats, military support ships, passenger carriers of all kinds, among others.

After the name of the committee and a description of what it does are names of subcommittees that have an oversight role on the merchant marine.

**Committee on Agriculture**  
Oversight for matters dealing with agriculture, including the farm bill and cargo preference.  
**Subcommittee:**  
*Department Operations, Nutrition and Foreign Agriculture*

**Committee on Appropriations**  
Oversight for raising the revenue to support the government and its operation.  
**Subcommittees:**  
*Agriculture, Rural Development, FDA and Related Agencies*  
*Commerce, Justice, State, the Judiciary and Related Agencies*  
*Energy and Water Development*  
*Foreign Operations, Export Financing and Related Programs*  
*Interior and Related Agencies*  
*Labor, Health and Human Services, Education and Related Agencies*  
*National Security*  
*Transportation and Related Agencies*  
*Veterans Affairs, HUD and Independent Agencies*

**Committee on the Budget**  
Oversight for the federal budget; to study and evaluate the spending of federal taxes; to coordinate tax expenditures with federal policies and programs.

**Committee on Commerce**  
Oversight for interstate energy compacts; interstate and foreign commerce; measures dealing with storage, supply and regulation of energy resources; measures related to the general management of the Department of Energy; national energy policy; public health.  
**Subcommittees:**  
*Commerce, Trade and Hazardous Materials*  
*Health and Environment*  
*Energy and Power*  
*Telecommunications and Finance*

**Committee on Economic and Educational Opportunities**  
Oversight for labor and educational matters; labor statistics and standards; mediation and arbitration of labor disputes; wages and hours of labor.  
**Subcommittees:**  
*Employer-Employee Relations*  
*Workforce Protections*

**Committee on Gov't Reform and Oversight**  
Oversight for overall economy and efficiency of federal government operations and activities.  
**Subcommittees:**  
*Civil Service*  
*National Security, International Affairs and Criminal Justice*

**Committee on International Relations**  
Oversight for U.S. relations with foreign nations; export controls; international commodity agreements; intervention abroad and declarations of war; protection of American citizens abroad; U.S. Customs administration; international fishing agreements.  
**Subcommittees:**  
*International Economic Policy and Trade*  
*International Operations and Human Rights*

**Committee on the Judiciary**  
Oversight for treaties, conventions and international agreements; matters dealing with mutiny.  
**Subcommittee:**  
*Immigration and Claims*

**Committee on National Security**  
Oversight for merchant marine; national defense and Department of Defense; maintenance, operation and administration of interoceanic canals; Merchant Marine Academy at Kings Point and state maritime academies; maintenance of U.S. shipbuilding and repair yards.  
**Subcommittees:**  
*Military Readiness*  
*Military Procurement*  
**Panel:**  
*Merchant Marine*

**Committee on Resources**  
Oversight for fisheries management; mineral resources of public lands.  
**Subcommittees:**  
*Fisheries, Wildlife and Oceans*  
*Energy and Mineral Resources*  
*Water and Power Resources*

**Committee on Rules**  
Oversight for how and when a bill will be considered by the House.

**Committee on Science**  
Oversight for scientific research, development and demonstration.  
**Subcommittees:**  
*Energy and Environment*

**Committee on Small Business**  
Oversight for assistance and protection of small business; participation of small business enterprises in federal procurement and government contracts.  
**Subcommittees:**  
*Government Programs*  
*Procurement, Exports and Business Opportunities*

**Committee on Transportation and Infrastructure**  
Oversight for flood control and improvement of rivers and harbors; oil and other pollution of navigable waters; public works for the benefit of navigation, including bridges and dams; water transportation subject to the jurisdiction of the Interstate Commerce Commission.  
**Subcommittees:**  
*Coast Guard & Maritime Transportation*  
*Water Resources and Environment*

**Committee on Ways and Means**  
Oversight for Customs, collection districts and ports of entry and delivery; reciprocal trade agreements; revenue measures; transportation of dutiable goods.  
**Subcommittee:**  
*Trade*

# WHY POLITICAL ACTION

## 140 Agencies, 100 Congressional Groups

**T**HE U.S. MARITIME industry is one of the most watched-over and regulated businesses in America. At the federal level alone, there are more than 140 agencies, bureaus and councils within the government as well as nearly 100 committees, subcommittees and panels in Congress that have some degree of jurisdiction over the U.S.-flag fleet and merchant mariners.

Some of the agencies are obvious, like the Department of Transportation's Maritime Administration, which oversees the U.S.-flag merchant fleet, domestic shipbuilding and trade policies that affect the merchant marine.

Others—such as the Senate and House committees on rules which determine how and when legislation within the Congress is discussed and voted upon—are not as clear to the casual observer.

Also, these figures do not even begin to include the numerous regional, state and local agencies that oversee ports, inland waterways, the Great Lakes and fishermen.

### Federal Ties Are Strong

Oversight of this nature is nothing new to the U.S. merchant marine. The industry had long been considered a ward of the nation with guidance coming

from the federal government. In fact, as late as the end of the last century, mariners leaving their vessels prior to the end of a tour of duty were considered under federal law as deserters, punishable by imprisonment.

However, these attitudes toward mariners and the industry began to change at the beginning of the 20th century.

Andrew Furuseth, president of the International Seamen's Union, realized the need to lobby Congress and the federal government to change the laws affecting mariners. Despite being based in San Francisco, he took up residence in Washington, D.C. to fight for legislation for the fair treatment of merchant mariners.

Furuseth worked with members of the administration and Congress. Through a friendship he made with Senator Robert LaFollette of Wisconsin, Furuseth was able to push Congress to pass and President Woodrow Wilson to sign the Seamen's Act of 1915. This law set minimum safety standards and removed many restrictions that had been in place which affected the lives and careers of merchant mariners.

Because of Furuseth's diligence, mariners discovered how government, and being involved in the law-making process, could change their lives.

The SIU has taken up this cause from its inception in 1938. The union has maintained a strong presence in Washington to push for laws to make shipping conditions and the industry better and stronger.

SIU President P. Hall is a believer in the motto, "Politics is a union rallying cry."

Hall was very active in working conditions, keeping the U.S. strong. He led the fight of the 1970 Merchant Seamen's Act, the first major piece of legislation enacted that was directed at the industry since before World War II.

### Watch Congress

Today, with so much federal government involvement in maritime matters, the union remains the watch through the contributions of members of the Political Action Donor Program.

Already, in the first session of Congress taken up bills concerning tankers carrying crude oil overseas and flag containerships.

The SIU will be active in U.S.-flag bulk carrier activities associated with a new farm bill legislation, which affects Seafarers who sail abroad. Included in the debate are issues that Congress recently addressed again are inland wa-

## THE FEDERAL

Among the confines of the federal government are various departments, agencies and bureaus that have some form of oversight regarding U.S.-flag shipping operations and the activities of Seafarers whether they sail on the oceans, inland waterways and Great Lakes or as fishermen.

For the purposes of this outline, the federal government can be divided into three parts: the executive office of the president, the cabinet and independent agencies. All three have offices, councils and bureaus with jurisdiction over the lives of Seafarers and the merchant marine, which are listed.

The executive office of the president is overseen by the president of the United States and his staff. The various groups with some involvement with the merchant marine are listed below that title.

Within the cabinet-level departments are the many agencies and bureaus affecting the lives of Seafarers and the state of the merchant marine.

Finally, independent agencies are not directly tied to the office of the president or to any cabinet-level department. However, some of them also deal with issues and concerns of merchant mariners and their industry.

All of these agencies are reviewed by Congress and receive their funding through congressional appropriations.

### Executive Office of the President

Council on Economic Quality  
Domestic Policy Council  
Council of Economic Advisors  
Office of Intergovernmental Affairs  
Office of Legislative Affairs  
Office of Management and Budget  
National Security Council  
Office of the U.S. Trade Rep.

### Cabinet-Level Departments

Department of Agriculture  
Farm and Foreign Agri. Services  
Foreign Agricultural Service  
Commodity and Marketing Programs  
Foreign Agricultural Affairs

Int'l. Cooperation and Development  
International Trade Policy  
Commodity Credit Corporation  
Marketing and Regulatory Programs  
Marketing Programs  
International Services  
Grain Inspection, Packers and Stockyards Administration  
Natural Resources and Environment  
National Forest System  
Watershed and Air Management

Department of Commerce  
Economic Development Administration  
Bureau of Export Administration  
International Trade Administration  
National Institute of Stds. & Technology  
Nat'l. Oceanic & Atmospheric Admin.  
National Marine Fisheries Service  
New England Fisheries Mgmt. Council  
Mid-Atlantic Fisheries Mgmt. Council  
South Atlantic Fisheries Mgmt. Council  
Gulf Fisheries Management Council  
Caribbean Fisheries Mgmt. Council  
Pacific Fisheries Mgmt. Council  
North Pacific Fisheries Mgmt. Council  
Western Pacific Fish. Mgmt. Council  
National Ocean Service  
National Weather Service  
National Telecommunications & Information Administration

Department of Defense  
Acquisition and Technology  
Defense Logistics Agency  
Defense Procurement  
Command, Control, Communications and Intelligence

Defense Mapping Agency  
Personnel and Readiness  
Joint Chiefs of Staff  
U.S. Transportation Command  
Joint Transportation Logistics Directorate  
Manpower and Personnel  
Ocean Policy Affairs  
Policy and Strategy  
Department of the Army  
Corps of Engineers  
Military Traffic Management  
Department of the Navy  
Military Sealift Command  
Plans, Policy and Operations  
Manpower and Resources  
Civilian Personnel  
Employment Operations

Department of Energy  
Energy Efficiency and Conservation  
Office of Federal Energy Regulation  
Fossil Energy  
Coal Technology  
Fuels Program  
Naval Petroleum Administration  
Strategic Petroleum Reserve  
Office of Oil and Gas  
National Security Administration  
Management Programs  
Federal Energy Regulatory Commission  
Office of Pipeline Regulation

Department of Health and Human Services  
Public Health Service

Department of the Interior  
Fish and Wildlife Service



Federal government departments and agencies have much to do to defend the interests of Seafarers before these government departments address a Department of Transportation meeting called to discuss a bill. Steve Edney, the union's national director of its industrial relations, addresses the need to end unfair taxation schemes that hurt America.

# ON IS SO IMPORTANT

## Direct the Course of the Merchant Marine

al Hall was a firm partnership being active relative affairs. His "arkchops," became

ve in improving the of Seafarers and merchant marine at to secure passage nt Marine Act, the f legislation to be cted toward the in- World War II.

ntinues

many parts of the having a say on eed for vigilance is able to maintain the voluntary con- s to the Seafarers nation (SPAD) pro-

irst few months of ess, legislators have rned with U.S.-flag askan North Slope d funding for U.S.-

working with the s try to monitor the with implementa- l. Cargo preference directly affects the board bulkers, will ebate.

ave been before d can be brought up terways safety that

pertains to the work of boatmen as well as clean water and wetlands acts that have an impact on fishermen.

### Agency Oversight

But Congress is not the only part of the federal government that affects the lives and jobs of Seafarers. Government agencies associated with cabinet-level departments and the executive branch make decisions daily that concern the U.S. merchant marine and American seamen. The SIU is thus always offering suggestions and comments in behalf of its membership.

One government agency known very well to all SIU members (if for nothing more than the merchant mariner's documents they carry) is the U.S. Coast Guard. The Coast Guard also handles maritime safety issues, port activities and crewing standards that affect the day-to-day regimen of the U.S. merchant marine.

Some agencies, like the National Oceanic and Atmospheric Administration and Federal Maritime Commission, have names that show their direct involvement with the industry.

But there are other, less obvious organizations in the government that have policy-making abilities which affect merchant mariners.

For example, the Office of the U.S. Trade Representative negotiates international trade agreements that could have a bearing on the industry. This office handled the talks on the General Agreement on Tariffs and Trade (GATT) and

the North American Free Trade Agreement (NAFTA) in which maritime was discussed, but eventually was excluded, thanks to the efforts of the SIU and others in the industry.

A decision last year by the Department of Energy to allow export sales of Alaskan North Slope crude oil has led the way to a bill now being considered by Congress. The legislation would permit the oil exportation as long as it is carried aboard U.S.-flag tankers.

The Public Health Service of the Department of Health and Human Services sets the standards for cleanliness and pest eradication aboard U.S.-flag vessels.

Finally, the ultimate authority of the executive branch, the president of the United States, sets the course for his administration and determines what will be a priority.

Through SPAD, the SIU is able to monitor and act on proposals, ideas and policies designed to affect the lives of Seafarers and their families. It also allows Seafarers to voice their support collectively to those candidates for political office who stand for a strong U.S. merchant marine.

Since the founding of this country, the merchant marine has been tied strongly to the federal government. With more and more agencies and committees having oversight into the activities of the merchant fleet, the union's effort to fight for its members and their families is moving to keep up with the changing times.



The merchant marine has been a top concern of the U.S. government since the Revolutionary War and the nation's birth. As a result, hundreds of laws have been enacted that determine the fate of America's maritime industry, and many more are taken up in Congress each year. Above, SIU President Michael Sacco indicates SIU support for a measure to expand the U.S.-registered passenger ship fleet.

# THE SENATE

What follows is a listing of all committees and subcommittees in the Senate that have some jurisdiction over U.S. shipping and the activities of Seafarers who sail on the deep seas, inland waterways and Great Lakes or as fishermen.

The name of the committee is followed by a brief description of the committee's work on issues dealing with the merchant marine and Seafarers. After that is a list of the subcommittees which oversee the matters of interest to union members and the merchant marine. (As in the House, not all subcommittees of the full committee are listed. Only those that play a role in the lives of Seafarers are included.)

terocceanic canals; regulation of interstate common carriers, including vessels; transportation; transportation and commerce aspects of Outer Continental Shelf lands.

**Subcommittees:**  
Consumer Affairs, Foreign Commerce and Tourism  
Oceans and Fisheries  
Surface Transportation and Merchant Marine

**Committee on Energy and Natural Resources**  
Oversight for energy policy; energy related aspects of deepwater ports; extraction of minerals from oceans and Outer Continental Shelf lands; oil and gas production and distribution.

**Subcommittees:**  
Energy Production and Regulation  
Forest and Public Land Management

**Committee on Agriculture, Nutrition and Forestry**

Overses cargo preference; food from fresh waters, rural development, rural electrification and watersheds; and food, nutrition and hunger in the U.S. and foreign nations.

**Subcommittees:**  
Marketing, Inspection and Product Promotion  
Forestry, Conservation and Rural Revitalization  
Research, Nutrition & General Legislation

**Committee on Environment and Public Works**

Oversight for environmental policy; ocean dumping; fisheries and wildlife; environmental control and improvements of rivers and harbors, including environmental aspects of deepwater ports; public works, bridges and dams; water pollution.

**Subcommittees:**  
Transportation and Infrastructure  
Clean Air, Wetlands, Private Property and Nuclear Safety  
Drinking Water, Fisheries and Wildlife

**Committee on Appropriations**

Funding federal budget.

**Subcommittees:**  
Agriculture, Rural Development and Related Agencies  
Commerce, Justice and State, the Judiciary and Related Agencies  
Defense  
Energy and Water Development  
Foreign Operations  
Interior and Related Agencies  
Labor, Health and Human Services, Education and Related Agencies  
Military Construction  
Transportation and Related Agencies  
Veterans Affairs, HUD and Independent Agencies

**Committee on Finance**

Oversight for Customs, collection districts and ports of entry and delivery; reciprocal trade agreements; transportation of dutiable goods.

**Subcommittee:**  
International Trade

**Committee on Foreign Relations**

Oversight for relations of the United States with foreign nations; treaties and executive agreements; protection of United States citizens abroad; intervention abroad and declarations of war; foreign economic, military, technical and humanitarian assistance; oceans and international environmental and scientific affairs as they relate to foreign policy.

**Subcommittees:**  
International Operations  
International Economic Policy, Export and Trade Promotion

**Committee on Armed Services**

Oversight for the common defense of the nation; maintenance and operation of the Panama Canal.

**Subcommittees:**  
Seapower  
Airland Forces  
Readiness  
Acquisition and Technology

**Committee on Banking, Housing and Urban Affairs**

Oversight for export controls; export and foreign trade promotion.

**Subcommittee:**  
International Finance

**Committee on the Budget**

Oversight for the federal budget.

**Committee on Commerce, Science and Transportation**

Oversight for U.S. Coast Guard; coastal zone management; inland waterways, except construction; interstate commerce; marine and ocean navigation, safety and transportation, including navigational aspects of deepwater ports; marine fisheries; merchant marine and navigation; oceans, weather and atmospheric activities; Panama Canal and in-

**Committee on Governmental Affairs**

Oversight for federal civil service.

**Subcommittee:**  
Post Office and Civil Service

**Committee on Labor and Human Resources**

Oversight for education, labor, health and public welfare; labor standards and statistics; wages and hours; mediation and arbitration of labor disputes; equal employment opportunity; occupational safety and health; private pension plans.

**Committee on Rules and Administration**

Oversight for how and when a bill will be considered by the Senate.

**Committee on Small Business**

Oversight for study and survey, through research and investigation, of all problems of American small business enterprises.

# GOVERNMENT

Agency mess

Command Board

Personnel Directorate

Plans

Army

Management Command

Aviation

Operations

Service Affairs

Policy/Equal Opportunity

Renewable Energy

Energy Mgmt. Programs

Oil Shale Reserves

Reserves

Environmental

Regulatory Commission

Regulation

Human Services

Parks

U.S. Fish and Wildlife Service  
Fisheries  
International Affairs  
Natural Resources  
Land and Minerals Management  
Minerals Management Service  
Offshore Minerals Management  
Water and Science  
U.S. Geological Survey  
Office of Energy and Marine Geology  
Water Resources Division  
National Fish and Wildlife Foundation

Department of Justice  
Federal Bureau of Investigation  
Immigration and Naturalization Service

Department of Labor  
Employment Standards Administration  
Office of Federal Contract Compliance Programs  
Wage and Hour Division  
Occupational Safety & Health Admin.  
Pension and Welfare Benefits Admin.

Department of State  
Global Affairs  
Bureau of Oceans and Int'l. Environment and Scientific Affairs  
Bureau of Consular Affairs  
Overseas Citizens Service  
Passport Services  
Bureau of Economic and Business Affairs  
Trade Policy and Programs  
Transportation Affairs  
Office of Maritime and Land Transport

Department of Transportation

Maritime Administration  
Office of Policy, Int'l. Trade & Marketing  
National Security  
Office of Port, Intermodal and Environmental Activities  
Office of Ship Financial Assistance and Cargo Preference  
Office of Shipbuilding & Tech. Dev.  
Office of Intermodalism  
Office of Int'l. Transportation and Trade  
U.S. Coast Guard  
Office of Marine Safety, Security and Environmental Personnel

Marine Environ. Response Division  
Marine Investigation Division  
Marine Technical and Hazardous Materials Division  
Marine Vessel Inspection and Documentation Division  
Merchant Vessel Personnel Division  
Port Safety and Security Division  
Office of Navigation & Waterway Svc.  
Bridge Administration Division  
Ice Operations Division  
Radionavigation Division  
Search and Rescue Division  
Vessel Traffic Services Division  
Towing Safety Advisory Committee  
Merchant Marine Personnel Advisory Committee  
Navigation Safety Advisory Council  
Chemical Transport. Advisory Committee  
St. Lawrence Seaway Development Corp.

Department of the Treasury  
U.S. Customs Service  
Internal Revenue Service

### Independent Agencies

Environmental Protection Agency  
Office of Ground Water and Drinking Water  
Office of Wetlands, Oceans & Watersheds  
Delaware River Basin Commission  
Equal Employment Opportunities Comm.  
Federal Communications Commission  
Federal Labor Relations Board  
Federal Maritime Commission  
Federal Trade Commission  
Int'l. Development Cooperation Agency  
Agency for International Development  
International Trade Commission  
Interstate Commerce Commission  
National Labor Relations Board  
National Transportation Safety Board  
Occupational Safety & Health Review Comm.  
Panama Canal Commission  
Small Business Administration  
Susquehanna River Basin Commission  
Tennessee Valley Authority  
Trade and Development Agency



to say about the course of the U.S. merchant marine. The SIU bodies. In photos above, SIU President Michael Sacco (left) go over the administration's proposed maritime revitalization branch, testifies before the International Trade Commission on tuna fishermen and tuna-packing operations.

# Another Booming Sailing Season Takes Off on Lakes

From Duluth, Minn. on Lake Superior to Buffalo, N.Y. on Lake Erie, Seafarers on the Great Lakes are back out on the waters in full force aboard every SIU-contracted vessel in the Lakes region, busy transporting commodities that remain in high demand.

The first Seafarers began preparing for their work-packed schedule in early March when a mild winter permitted an early fitout and allowed them to crew their respective vessels.

SIU Duluth Representative Delores Cheslak noted the flurry of activity prior to fitout. "All the guys were so busy getting ready for the season," she said.

Some Great Lakes vessels sailing into the port of Duluth experienced slight delays due to ice

which was pushed into the harbor entrance by northeast winds during the last weeks of March. However, members aboard SIU-contracted Lakers—such as American Steamship vessels *Buffalo*, *H. Lee White*, *Indiana Harbor*, *Walter J. McCarthy* and *St. Clair*—sailed from the port without delay.

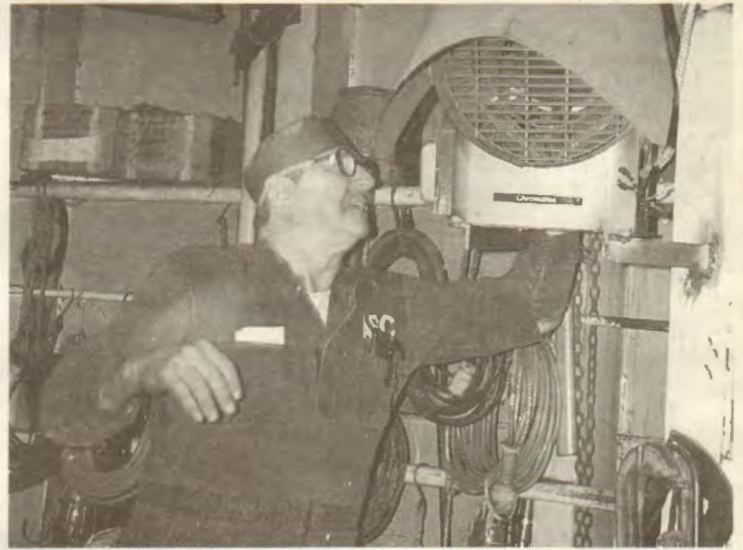
Glen Nekvasil of the Lakes' Carriers Association, which monitors the activities of vessels on the Great Lakes, noted that there was no ice inside the break-wall, and the SIU-contracted ships were able to steam out of port "at full speed ahead," while those coming in had to slow to a maneuvering speed which caused them to become stuck in the ice. The U.S. Coast Guard ice cutter

*Mackinaw* was able to cut through the ice jam, thus clearing the way for the outbound vessels.

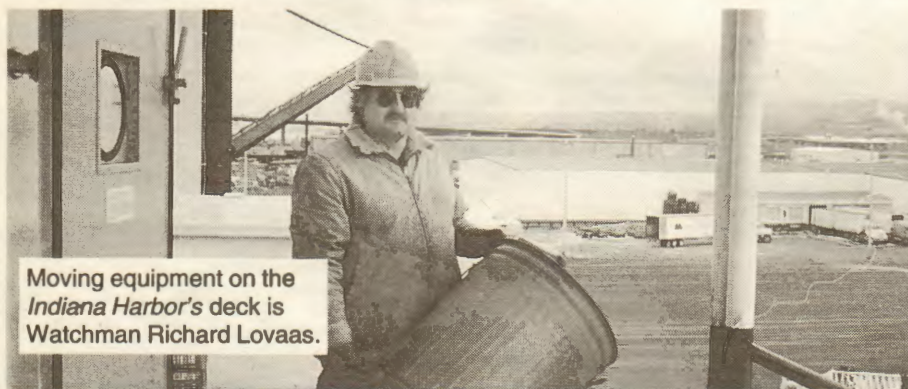
The 1994 sailing season saw more than 155 million tons of cargo transported by U.S.-flag Lakes carriers. As the extraordinary demand for iron ore, grain, coal, cement, limestone and gypsum continues into the 1995 sailing season, another banner year is predicted.

According to Nekvasil, shipping on the Great Lakes this year already has begun to surpass previous cargo records.

The association representative noted that the fast start to the season on the Great Lakes put more than 40 ships into service by April 1, compared with only 21 at the same time last year.



Conveyorman Lucian Landerville works on the *H. Lee White's* heater.



Moving equipment on the *Indiana Harbor's* deck is Watchman Richard Lovaas.



In the *H. Lee White's* engine room are QMED Will Mogg (left) and Wiper Norman Fittahey.



Bosun Mark Fraley (left) displays the Coast Guard commendation honoring the crew of the *Indiana Harbor* for its rescue of Third Mate Theodore LaLonde (right). Joining them are Captain Pete Gronwall and Gateman Jae Bergstrom.

## Hero Status Goes to Crew, Bosun Says

Bosun Mark Fraley believes the honors he has received for his role in rescuing fellow crewmember Theodore LaLonde from the icy waters of Lake Superior in December 1993 really belong to the whole crew of the *Indiana Harbor*.

"It was a joint effort by the entire crew," Fraley told a reporter for the *Seafarers LOG*. "I couldn't have done it without the help of the others. Even though I was the one to actually go into the water to get him out, we all worked really hard and well together. But that is generally how it is everywhere on the Lakes," said the Marine City, Mich. native.

Fraley has been recognized for his bravery by several organizations. Most recently, on March 22, the bosun was presented with a Public Service Commendation from the U.S. Coast Guard at the Superior, Wis. Propeller Club.

Fraley was working aboard the *Indiana Harbor* while it was loading coal at the Midwest Energy Company terminal in Superior on December 7, 1993.

Third Mate LaLonde was checking the draft marks on the ship when he slipped and fell into the ice-packed water of the Twin Ports harbor.

### Teamwork Prevails

The crew of the *Indiana Harbor* immediately sprang into action.

The dock foreman threw a life ring to the third mate, who had been injured as numerous ice floes struck his body. Chief Engineer Darryl Bertrand Sr. was notified of the accident and quickly de-clutched the ship's engines to prevent LaLonde from being injured by the vessel's propeller.

First Engineer Lee Heinonen, QMED Frank Lawrence and QMED Jan Thompson provided assistance on the dock while Gateman Floyd Larsen, also on the dock, quickly retrieved a survival suit which proved crucial to Fraley's performance during the rescue. Steward Bill Van Vlack rounded up blankets for the rescue group.

Disregarding the potential

danger to himself, Fraley quickly donned the survival suit and braved the ice and sub-zero temperatures as he entered the freezing water. He swam to LaLonde and brought him to a ladder on the dock where the third mate was pulled to safety by the other crewmembers.

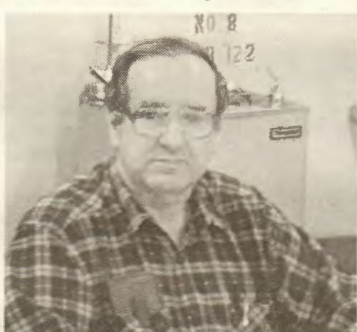
LaLonde had been in the water for at least 10 minutes and was in danger of water shock, hypothermia and drowning. Fortunately, he only suffered cuts and bruises, thanks to the crew's efforts.

"It felt really good when I realized that I had saved Ted's life," recalled Fraley. "He is a really good guy who has been around a long time. I'm just glad I could help," the bosun said.

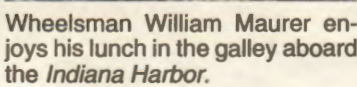
The award presented to Fraley by the Coast Guard last month stated, "Because of Mr. Fraley's courage, initiative and quick thinking, injuries to Mr. LaLonde were minimal. Mr. Fraley's unselfish actions and valiant service reflect the highest credit upon himself and are in keeping with the highest traditions of humanitarian service."



In the *H. Lee White's* pilot house is Wheelsman Jerry Nowak.



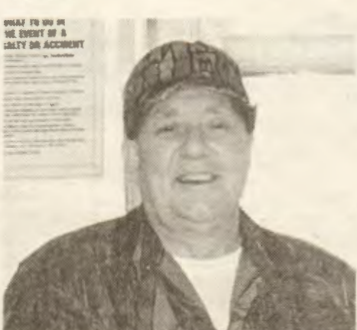
Replacing light bulbs on the *H. Lee White's* wheelstand is Wheelsman Russell Brown.



Wheelsman William Maurer enjoys his lunch in the galley aboard the *Indiana Harbor*.



QMED Mark Wyman heads for the engine room aboard the *H. Lee White*.



*H. Lee White* Wheelsman Don Brie reports to the pilot house to begin his shift.



Replacing light bulbs on the *H. Lee White's* wheelstand is Wheelsman Russell Brown.



Adjusting hydraulic take-up for the conveyor system aboard the *H. Lee White* is Gateman Saif Shajira.



Regulating a valve on the *H. Lee White* is QMED Abdul Shahter.

# Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1995

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	31	26	3	11	17	6	7	62	62	8
Philadelphia	2	7	2	0	5	0	2	4	11	2
Baltimore	2	7	1	3	6	3	0	3	8	3
Norfolk	5	13	7	7	9	4	4	16	28	15
Mobile	5	12	1	5	9	1	2	14	22	0
New Orleans	30	27	2	21	22	3	4	42	36	4
Jacksonville	22	19	3	20	10	4	9	35	32	10
San Francisco	29	10	1	11	7	1	4	57	40	7
Wilmington	14	14	7	10	7	2	4	27	37	12
Seattle	27	17	2	24	13	0	7	41	41	5
Puerto Rico	11	3	6	13	3	1	4	13	5	9
Honolulu	8	16	11	8	8	7	12	5	27	13
Houston	38	36	10	28	21	2	13	47	57	14
St. Louis	2	0	0	0	0	0	0	2	1	0
Piney Point	1	6	1	0	3	1	2	2	8	1
Algonac	0	1	0	0	0	0	0	0	2	0
<b>Totals</b>	<b>227</b>	<b>214</b>	<b>57</b>	<b>161</b>	<b>140</b>	<b>35</b>	<b>74</b>	<b>370</b>	<b>417</b>	<b>103</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENGINE DEPARTMENT</b>										
New York	20	21	2	13	5	1	2	38	29	2
Philadelphia	2	6	1	0	2	1	1	3	6	1
Baltimore	6	3	0	3	4	0	2	6	8	2
Norfolk	6	7	3	0	6	0	1	14	19	12
Mobile	8	5	1	7	5	0	0	9	14	2
New Orleans	13	14	1	11	15	0	2	22	24	7
Jacksonville	13	12	2	12	7	0	11	18	23	5
San Francisco	13	15	1	9	6	0	3	26	33	2
Wilmington	9	7	3	5	3	0	0	18	19	8
Seattle	18	16	1	12	7	1	7	26	24	3
Puerto Rico	3	3	3	3	1	1	1	7	9	4
Honolulu	3	7	4	1	7	7	9	10	15	8
Houston	15	19	0	11	5	0	8	22	32	4
St. Louis	0	2	0	1	1	0	0	0	3	0
Piney Point	4	9	2	1	1	0	0	5	16	3
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>133</b>	<b>146</b>	<b>24</b>	<b>89</b>	<b>75</b>	<b>11</b>	<b>47</b>	<b>224</b>	<b>274</b>	<b>63</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>STEWARD DEPARTMENT</b>										
New York	22	10	0	8	2	0	4	36	27	0
Philadelphia	1	1	2	0	1	0	0	1	3	3
Baltimore	2	1	0	0	2	0	2	4	1	0
Norfolk	3	8	4	2	4	3	3	10	15	4
Mobile	9	6	2	6	3	0	0	14	10	3
New Orleans	10	12	2	12	5	1	4	16	19	3
Jacksonville	10	5	2	9	4	0	3	19	11	4
San Francisco	37	7	1	20	1	0	4	71	14	7
Wilmington	16	9	3	7	4	1	7	23	9	6
Seattle	16	4	2	18	2	1	7	32	10	2
Puerto Rico	2	1	1	0	1	0	1	5	3	3
Honolulu	4	2	4	4	1	0	2	11	14	12
Houston	10	3	2	10	3	1	5	17	12	5
St. Louis	1	0	0	1	0	0	0	1	0	0
Piney Point	4	5	1	2	0	0	0	8	8	2
Algonac	0	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>147</b>	<b>74</b>	<b>26</b>	<b>99</b>	<b>33</b>	<b>7</b>	<b>42</b>	<b>268</b>	<b>157</b>	<b>54</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>ENTRY DEPARTMENT</b>										
New York	4	29	10	2	16	0	0	15	69	30
Philadelphia	1	0	3	0	0	1	0	1	1	5
Baltimore	0	5	3	0	3	0	0	0	4	12
Norfolk	4	13	19	0	6	4	0	7	22	38
Mobile	0	13	0	1	4	0	0	1	34	1
New Orleans	11	16	10	7	11	2	0	9	37	23
Jacksonville	3	7	6	2	7	1	0	2	26	21
San Francisco	10	15	5	3	3	1	0	22	39	16
Wilmington	3	20	9	2	6	0	0	8	33	27
Seattle	7	20	5	5	15	0	0	12	30	19
Puerto Rico	6	7	8	2	3	0	0	8	12	13
Honolulu	4	35	72	1	7	18	0	9	83	155
Houston	4	17	5	2	6	0	0	5	38	14
St. Louis	0	0	0	0	0	0	0	0	1	0
Piney Point	0	20	1	0	8	0	0	0	36	4
Algonac	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>57</b>	<b>217</b>	<b>156</b>	<b>27</b>	<b>95</b>	<b>27</b>	<b>0</b>	<b>99</b>	<b>465</b>	<b>380</b>

<b>Totals All Departments</b>	<b>564</b>	<b>651</b>	<b>263</b>	<b>376</b>	<b>343</b>	<b>80</b>	<b>163</b>	<b>961</b>	<b>1,313</b>	<b>600</b>
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\* "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.

## June & July 1995 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point**  
Monday, June 5, July 3
- New York**  
Tuesday: June 6; Wednesday, July 5\*  
*\*changed by Independence Day holiday*
- Philadelphia**  
Wednesday: June 7, July 5
- Baltimore**  
Thursday: June 8, July 6
- Norfolk**  
Thursday: June 8, July 6
- Jacksonville**  
Thursday: June 8, July 6
- Algonac**  
Friday: June 9, July 7
- Houston**  
Monday: June 12, July 10
- New Orleans**  
Tuesday: June 13, July 11
- Mobile**  
Wednesday: June 14, July 12
- San Francisco**  
Thursday: June 15, July 13
- Wilmington**  
Monday: June 19, July 17
- Seattle**  
Friday: June 23, July 21
- San Juan**  
Thursday: June 8, July 6
- St. Louis**  
Friday: June 16, July 14
- Honolulu**  
Friday: June 16, July 14
- Duluth**  
Wednesday: June 14, July 12
- Jersey City**  
Wednesday: June 21, July 19
- New Bedford**  
Tuesday: June 20, July 18

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

### Personals

#### LEE RUSSELL

Please contact Leo Castro at 1090 Woodycrest Avenue, 2nd Floor, Bronx, NY 10452; or telephone (718) 590-4047.

#### AB GERARD (JERRY) McCARTHY

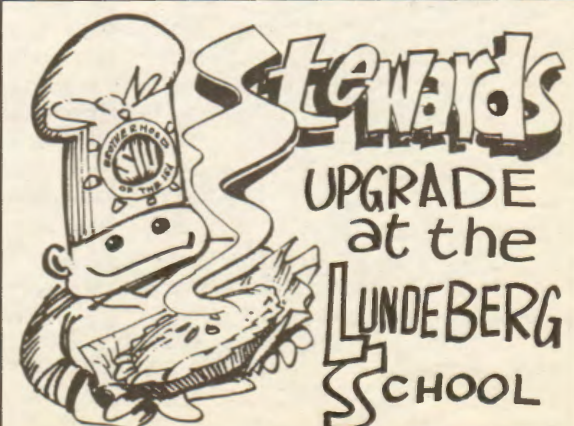
Anyone who knew Jerry and sailed with him on the *Sgt. Matej Kocak* from February 2 to February 23, 1995, prior to his passing away, please contact his wife, Janet, at (904) 375-0004.

#### RAYMOND CHARLES MEEHAN

Anyone knowing the whereabouts of Raymond Charles Meehan, please contact Roz Kocik at (716) 883-1360.

#### JOE TRAVIS

Please contact Edna Mitchell at 125 Taylor Street, #3-B, Brooklyn, NY 11211; or telephone (718) 384-3415.



**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 Corgey  
Vice President Gulf Coast
- 
- HEADQUARTERS**  
5201 Auth Way  
Camp Springs, MD 20746  
(301) 899-0675
- ALGONAC**  
520 St. Clair River Dr.  
Algonac, MI 48001  
(810) 794-4988
- BALTIMORE**  
1216 E. Baltimore St.  
Baltimore, MD 21202  
(410) 327-4900
- DULUTH**  
705 Medical Arts Building  
Duluth, MN 55802  
(218) 722-4110
- HONOLULU**  
606 Kalihi St.  
Honolulu, HI 96819  
(808) 845-5222
- HOUSTON**  
1221 Pierce St.  
Houston, TX 77002  
(713) 659-5152
- JACKSONVILLE**  
3315 Liberty St.  
Jacksonville, FL 32206  
(904) 353-0987
- JERSEY CITY**  
99 Montgomery St.  
Jersey City, NJ 07302  
(201) 435-9424
- MOBILE**  
1640 Dauphin Island Pkwy.  
Mobile, AL 36605  
(334) 478-0916
- NEW BEDFORD**  
48 Union St.  
New Bedford, MA 02740  
(508) 997-5404
- NEW ORLEANS**  
630 Jackson Ave.  
New Orleans, LA 70130  
(504) 529-7546
- NEW YORK**  
635 Fourth Ave.  
Brooklyn, NY 11232  
(718) 499-6600
- NORFOLK**  
115 Third St.  
Norfolk, VA 23510  
(804) 622-1892
- PHILADELPHIA**  
2604 S. 4 St.  
Philadelphia, PA 19148  
(215) 336-3818
- PINEY POINT**  
P.O. Box 75  
Piney Point, MD 20674  
(301) 994-0010
- PORT EVERGLADES**  
2 West Dixie Highway  
Dania, FL 33004  
(305) 921-5661
- SAN FRANCISCO**  
350 Fremont St.  
San Francisco, CA 94105  
(415) 543-5855
- Government Services Division  
(415) 861-3400
- SANTURCE**  
1057 Fernandez Juncos Ave., Stop 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**

MARCH 16—APRIL 15, 1995

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

Port	DECK DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	15	2	0	26	1	0	34	4
Port	ENGINE DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	12	1	0	18	0	0	18	1
Port	STEWARD DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	3	0	0	8	1	0	10	1
Port	ENTRY DEPARTMENT								
	CL	L	NP	CL	L	NP	CL	L	NP
Algonac	0	13	10	0	0	0	0	35	21
<b>Totals All Departments</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>0</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>97</b>	<b>27</b>

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

**Dispatchers' Report for Inland Waters**

MARCH 16 — APRIL 15, 1995

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

Region	DECK DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	2	0	0	5	0	0	21	2	0
Gulf Coast	6	7	4	0	0	0	8	9	8
Lakes & Inland Waters	32	0	0	9	0	0	36	0	0
West Coast	3	3	9	49	5	8	7	6	37
<b>Totals</b>	<b>43</b>	<b>10</b>	<b>13</b>	<b>63</b>	<b>5</b>	<b>8</b>	<b>72</b>	<b>17</b>	<b>45</b>
Region	ENGINE DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	3	1	0
Gulf Coast	1	0	1	0	0	0	2	1	2
Lakes & Inland Waters	12	0	0	4	0	0	17	0	0
West Coast	0	0	0	2	0	0	0	0	1
<b>Totals</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>3</b>
Region	STEWARD DEPARTMENT								
	A	B	C	A	B	C	A	B	C
Atlantic Coast	1	0	0	1	0	0	3	0	0
Gulf Coast	1	1	3	0	0	0	2	2	2
Lakes & Inland Waters	1	0	0	2	0	0	6	0	0
West Coast	0	0	2	1	2	1	0	1	6
<b>Totals</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>11</b>	<b>3</b>	<b>8</b>
<b>Totals All Departments</b>	<b>60</b>	<b>11</b>	<b>19</b>	<b>74</b>	<b>7</b>	<b>9</b>	<b>105</b>	<b>22</b>	<b>56</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**

**DOCUMENTARY RECOGNIZES WWII MERCHANT MARINERS**

Seafarers and their families should tune in to their local Public Broadcasting System network on May 19, when an hour-long film, "The Men Who Sailed The Liberty Ships," will be shown nationally.

The documentary explains how merchant mariners helped win World War II but were not recognized for their efforts until 1988. It includes tales of heroism and sacrifice by World War II mariners. It also describes the role played by maritime unions to provide mariners for the world's largest sealift operation.

Producer-writer-director Maria Brooks used a combination of oral interviews, films, photos and other sources to complete the project.

Viewers should check their local public television station for the exact date and time of the viewing in their area. The film also is available on VHS cassette for \$29.95 (plus \$3.00 for shipping and handling) from Waterfront Soundings Productions, 3254 Kempton Avenue, Oakland, CA 94611. Checks should be made payable to "Men: Liberty Ships Documentary."

**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



Joining the growing number of SIU pensioners this month are a total of 14 members who have retired after many voyages on the world's oceans, waterways and lakes.

Eight of those signing off shipped in the deep sea division, five navigated the inland waterways and one sailed on the Great Lakes.

Four of the retiring Seafarers are veterans of the U.S. Navy. Two served in the U.S. Army. Another two were in the U.S. Coast Guard. One of the new retirees was in the U.S. Marine Corps.

Among those joining the ranks of the retirees, **William Mortier** completed the bosun recertification course at the Lundeberg School in Piney Point, Md.

Of all the union brothers signing off this month, **Rowland "Snake" Williams** sailed with the SIU the longest — having joined the Seafarers in 1945 in the port of New York. Williams also sailed in the deep sea, Great Lakes and inland divisions.

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

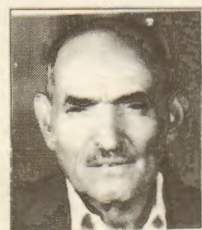
**DEEP SEA**



**WILLIS "WILLY" R. CAMPBELL**, 68, began his sailing career with the Seafarers in

1957 from the port of Detroit. The Michigan native started sailing in the union's Great Lakes division and later transferred his book to union's deep sea section, where he sailed as a member of the deck department. He served in the U.S. Marine Corps from 1950 to 1952. Brother Campbell makes his home in Ohio.

**JOSEPH "FRENCHY" B. FRUGE**, 60, joined the SIU in 1955 in the port of Lake Charles, La. He sailed in the deck department. Born and raised in Louisiana, Brother Fruge has retired to his home state.



**SAIF M. KASIM**, 65, signed on with the union in 1967 in the port of Seattle. Brother Kasim

shipped in the engine department. A native of the Republic of Yemen, he has retired to the country of his birth.

**WILLIAM MORTIER**, 65, began sailing with the Seafarers in 1968 from the port of New York. Shipping as a member of the deck department, Brother Mortier upgraded regularly at

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

*Each month in the Seafarers LOG, the names of SIU members who recently have become pensioners appear with a brief biographical sketch. These men and women have served the maritime industry well, and the SIU and all their union brothers and sisters wish them happiness and health in the days ahead.*

the Lundeberg School in Piney Point, Md. and completed the bosun recertification program there in 1979. Born in the Netherlands, he now resides in Washington.

**LOUIS R. SHULTZ**, 65, joined the SIU in 1960 in the port of Detroit.



Brother Shultz first began sailing in the deck department aboard Great Lakes vessels and later transferred his membership to the deep sea division. He served in the U.S. Navy from 1947 to 1950. Brother Shultz has retired to his home state of Ohio.



**RONALD SWANSON**, 54, signed on with the union in 1968 in the port of Seattle. A member

of the engine department, the North Dakota native upgraded to QMED at the Lundeberg School. He served in the U.S. Army from 1961 to 1964. Brother Swanson makes his home in Washington state.

**TUVAO T. TAULA**, 65, began sailing with the Seafarers in 1964 from the port of Wilmington, Calif. He sailed in the deck department and upgraded at the Lundeberg School. Born in American Samoa, Brother Taula served in the U.S. Navy from 1957 to 1961. He has retired to California.

**WILLIAM "WILLIE" R. WILLIAMS**, 74, started sailing in 1936 and joined the SIU in 1947 in the



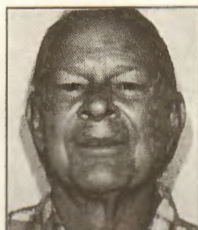
port of Norfolk, Va. He sailed in the deck department. Brother Williams was actively involved in union affairs and participated in several organizing drives and beefs. He served in the U.S. Navy from 1942 to 1947. Born in Virginia, Brother Williams now lives in New York.

**INLAND**

**WILLIAM M. BURRISS**, 55, signed on with the union in 1963 in the port of Norfolk, Va. Boatman Burris became a licensed marine operator and sailed as captain. The North Carolina native served in the U.S. Army from 1959 to 1962. Boatman Burris continues to reside in North Carolina.

**AMOS R. DANIELS**, 62, joined the SIU in 1977 in the

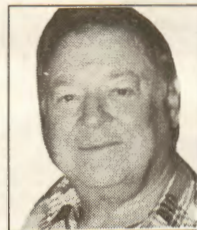
port of Norfolk, Va. following a 25-year career with the U.S. Coast Guard, from 1950 to 1975. He sailed as a pilot and, most recently, as a captain. Boatman Daniels attended the SIU Atlantic Coast-Inland educational conference at the Lundeberg School in 1978. He has retired to his native North Carolina.



**DAVID P. FARROW**, 65, began his sailing career with the union in 1968 from the port of Norfolk, Va.

Boatman Farrow sailed in the engine department. He served in the U.S. Coast Guard from 1946 to 1966. Brother Farrow has retired to his native state of North Carolina.

**ROWLAND "SNAKE" WILLIAMS**, 66, joined the SIU in 1945 in the port of New York. Boatman Williams shipped in both the deep sea and Great Lakes divisions before he began sailing the inland waterways. He mainly sailed in the deck



department and worked his way up to the rating of bosun. He also worked in the engine department. Brother Williams has been active in many SIU organizing drives and beefs. He served most recently on the union's annual financial review committees in 1994 and 1995. A native of Maryland, Brother Williams continues to reside in his home state.

**JOHN LEE TAYLOR**, 62, signed on with the union in 1967 in the port of Norfolk, Va. Boatman Taylor sailed as a captain and upgraded at the Lundeberg School. A native of Virginia, Boatman Taylor continues to live there.

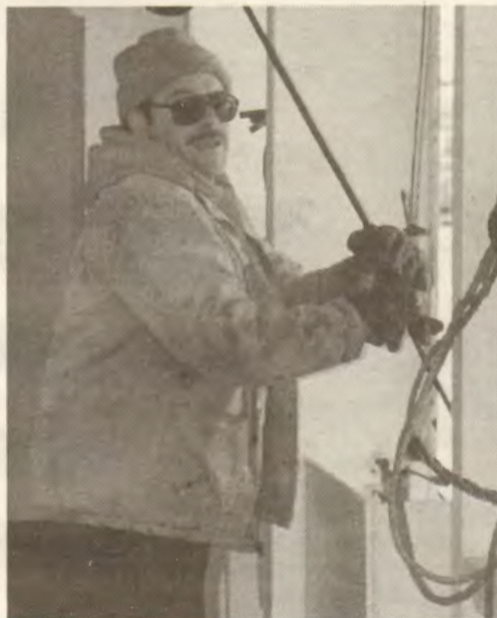
**GREAT LAKES**

**JOHN E. PARKS**, 62, a native of Michigan, began his sailing career with the Seafarers in 1961 from the port of Detroit. He sailed in the deck department as a deckhand and dredgeman. Brother Parks still calls Michigan home.

**Sea-Land Quality Lives Up to Its Name**



Upon arrival in port, AB/Deck Maintenance Robert Milici secures the gangway's safety net.



AB Michael Wittenberg readies the gangway of the *Sea-Land Quality* as it pulls into port.



Bosun Kadir P. Amat (left) and AB/Deck Maintenance Porfirio Sambula take part in the union meeting held aboard ship.

Quality is always a goal of Seafarers aboard SIU-contracted vessels, but aboard the *Sea-Land Quality*, crewmembers have the additional aim of making sure they live up to its name.

Everything aboard the *Sea-Land Services'* ship is performed with quality in mind—from the nutritious meals to the smooth-running engines to the well maintained cargo areas.

Following its monthly stopover in Elizabeth, N.J. for loading (where Patrolman Jack Sheehan met with the crew and took these photos), the containership headed to the North Atlantic ports of Rotterdam and Bremerhaven.



Representing the three departments aboard the *Sea-Land Quality* are (standing) Steward Terry J. Smith, AB Howard Yaekel (left) and Electrician Kenneth F. Linah.

# Safety Is Priority #1 for Liberty Sea Crew



Steward/Baker James Jackson prepares vegetables to accompany the evening meal aboard the *Liberty Sea*.

Whether loading grain bound for Israel or performing routine maintenance on the 738-foot bulk carrier, Seafarers aboard the *Liberty Sea* note that safety is always their first concern.

"Bosun Tyrone Burrell really stresses the need for safety aboard ship," said SIU Patrolman Bobby Milan, who recently visited the *Liberty Sea* while it took on cargo in the port of New Orleans. "No matter what task crewmembers are performing, they do it safely. It is something the entire crew is proud of."

The *Liberty Sea* travels to many different ports worldwide and has completed several consecutive trips to the Israeli ports of Haifa and Ashod, carrying grain cargoes of corn and soybeans.

While the 63,739 ton *Liberty* Maritime bulk carrier recently was docked in the Crescent City, deck department

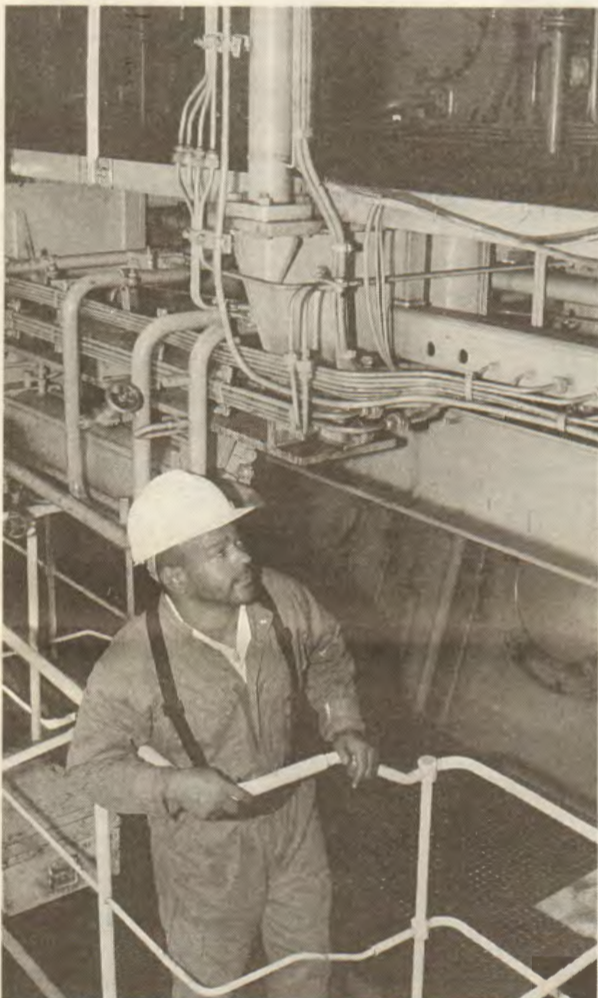
members were chipping and painting the starboard bridge wing, which the bosun noted could be dangerous because of the location of the wing as well as sea and weather conditions.

Milan added that *Liberty Sea* deck crewmembers took every precaution necessary while completing the chipping and painting. This included the use of proper safety belts and the placement of nets under the deck department members while they worked.

"The guys were very high up in the air and had to be very careful," recalled Milan. "The safety belts and nets secured them as they did their work. You have to be really careful when performing such duty because a slip to the left or right and you could fall. But, as with all Seafarers—who are well trained—safety is observed and the job is completed successfully," concluded Milan.



Bosun Tyrone Burrell points to a safety net placed below deck department members who are scraping and painting the *Liberty Sea's* starboard bridge wing.



Making sure the engines are running properly before another long voyage is QMED Bruce Zenon.



Chief Cook Antoinette Spangler gathers the necessary items in the chill box to prepare lunch for the crew of the *Liberty Sea*.



Shifting the bulk carrier's gangway are (from left to right) DEUs Walter Laux and Guadalupe Campbell, Bosun Tyrone Burrell and ABs Wilfred Rice and Bruce Robinson.

## Seafarers Aboard Car Carrier Witness Pierside Collision in NJ

Seafarers aboard the *Faust* were spared a potentially devastating accident when a large German-flag, German-registered containership quickly diverted its course to avoid colliding with the car carrier. Seconds later, the containership plowed into a cement pier.

On March 7, in a heavy fog, crewmembers aboard the *Faust* had just finished cargo operations at the Northeast Auto Terminal in the port of Bayonne, N.J., when they were alerted that the *Genoa Senator* was sailing at a swift speed toward that pier.

QMED Glen Benoit was on the stern ramp when he saw the ship coming. He quickly notified the other crewmembers.

Visibility was reported to be so limited that crewmembers did not even spot the speeding German containership until it was about 200 feet away.

"The bow was coming straight toward us, and we all wondered

what the ship was doing," recalled Steward/Baker Frank Cummings, who supplied the photo accompanying this story. "The only thing we can figure is that they just didn't see us or the pier. When they did, they thrust the ship onto the pier instead of hitting us," Cummings told a reporter for the *Seafarers LOG*.

According to the U.S. Coast Guard, the *Genoa Senator* hit a small section of the loading ramp at the Northeast Auto Terminal. The force of the accident knocked two plates off the *Faust's* stern ramp. The damage was very minimal, and the *Faust* was able to sail later that day following a thorough inspection.

The *Genoa Senator*, however, was not as lucky. Cook Chris Arrocena, chief cook aboard the *Faust*, recalled the severity of the damage done to the vessel. "The ship plowed into the cement dock and peeled 45 feet off the bow of

the ship—like a can opener," Arrocena recalled.

Tom Murray, the vessel superintendent for International Marine Carriers (which operates the *Faust*) was in the engine room at the time of the collision and came topside when he heard the commotion. "We were very, very lucky that no one was hurt," Murray said.

"The *Faust* was checked for leakage where the gangway had been hit, but no damage was found and the ship was able to sail," the superintendent noted. "We came very close to a catastrophe. We are all very lucky," he concluded.

The *Faust* transports automobiles between the U.S. and Europe. Built in 1985, the car carrier is equipped with 600,000 square feet of parking area.

An investigation into the cause of the collision is being conducted by the U.S. Coast Guard.



Chief Cook Chris Arrocena stands on the deck of the *Faust* and points to the damage done to the bow of the *Genoa Senator* after the containership hit a cement pier in Bayonne, N.J.

## Digest of Ships Meetings

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

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

**AMERICAN MERLIN** (Osprey Shipping), January 29—Chairman Antonio Trikolglou, Secretary Charles Roldan, Educational Director Rex Bolin, Deck Delegate Edward French, Engine Delegate Frank Mannino, Steward Delegate Steve Dickson. Chairman advised crewmembers to take advantage of upgrading courses offered at Piney Point. Educational director reported purchase by captain of compact disc player in Rota, Spain for crew's entertainment. Treasurer announced \$250 in ship's fund. Deck, engine and steward delegates reported disputed OT. AB Joe Whalen asked crewmembers to help keep laundry room clean.

**OVERSEAS HARRIETTE** (Maritime Overseas), February 21—Chairman Jim McDonald, Engine Delegate Ronnie Bond. Chairman stated everything running smoothly and thanked crew for cooperation. Educational director reminded members to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew asked union to check quality of linens and food aboard ship.

**SEA-LAND HAWAII** (Sea-Land Services), February 26—Chairman James Carter, Secretary Rolando Lopez, Educational Director Gerald Stacy, Deck Delegate Abdulhamid Musaed, Engine Delegate Darrell Hurts, Steward Delegate Glenn Taan. Chairman thanked crew for cooperation in separating plastic items from other garbage. He advised members of no smoking policy in crew mess area. Secretary thanked engine department for safety repairs completed in galley. Secretary also thanked bosun and deck delegate for replacing old non-skid surface in galley deck. No beefs or disputed OT reported. Crew discussed posting of movie funds. Extra pillows and mattresses also requested by crew. Next port: Oakland, Calif.

**SEA-LAND KODIAK** (Sea-Land Services), February 1—Chairman Glen Christianson, Secretary Aubrey Gething, Educational Director Clifford McCoy, Steward Delegate Cynthia Caster. Chairman announced payoff upon arrival in port. Secretary reported smooth voyage. Educational director discussed upgrading at Lundeberg School. Treasurer announced \$40 in ship's fund. No beefs or disputed OT reported. Chairman asked captain to provide dockside transportation for crew. He also asked chief engineer to move trash compactor from galley area to garbage room where it can be utilized for plastic reduction. Chairman requested slop sink be placed in garbage room. Crew reported ventilation fan to be taken ashore for repair. Chairman announced transportation will be furnished four hours after arrival and four hours prior to sailing. Crew extended special vote of thanks to galley crew for good food. Next port: Tacoma, Wash.

**RANGER** (Vulcan Carriers), February 5—Chairman Johnny Wolfe, Secretary Chih-Hua Chang, Educational Director Theodore Quinones, Deck Delegate Robert Desmarteau, Engine Delegate Craig Spencer, Steward Delegate Tookie Davalie. Chairman asked that no plastic items be thrown overboard. He

reminded crewmembers to be careful on main deck in bad weather. Bosun also advised crew to be cautious when ashore in foreign countries. He reminded members of no-smoking-on-deck policy and discussed purchase of movies in next port. Educational director noted importance of upgrading at Paul Hall Center. No beefs or disputed OT. Crew gave chief cook vote of thanks for excellent job.

**SEALIFT ARCTIC** (IMC), February 17—Chairman Warren Blankenship, Secretary Beverly Harris, Educational Director Neil Carter, Deck Delegate Jack Motia, Engine Delegate Dennis Swords, Steward Delegate Neville Hughes. Chairman announced smoking allowed 30 minutes before and after meals. He also noted no smoking at any time in crew laundry room. He reminded crewmembers to close water tight doors on main deck because of air conditioning and put tools away after use. Educational director advised members to take tanker safety class at Piney Point. Deck delegate reported crew dryer needs repair or replacement. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegate. Crew asked for locks on all rooms. Crew noted vessel being sold and is scheduled for layup in Houston at end of month.

**CAROLINA** (Navieras), February 21—Chairman Jose Martin, Secretary Albert Coale, Educational Director David Able, Engine Delegate James Brown, Steward Delegate Richard Worobey. Engine delegate reported disputed OT. No beefs or disputed OT by deck or steward delegates.

### Galley Gangs Get Rave Reviews

OMI Dynachem crew praises Chief Cook Tom Kreis . . . USNS Stalwart's galley crew receives kudos . . . Sea-Land Consumer Seafarers hail culinary skills of Arthur Edwards . . . Ranger seamen extol Chief Cook Tookie Davalie's work . . . Sealift Atlantic's 'Big Al' Williams lauded . . . Overseas Marilyn steward group recognized . . . LNG Leo's food handlers applauded . . . Green Island's galley gang commended . . . Sea-Land Kodiak's steward department members' work complimented.

**GREEN ISLAND** (Waterman Steamship), March 26—Chairman Robert Van Brunt, Secretary Howard Williams, Educational Director James Laratta, Deck Delegate Robert Stevenson, Engine Delegate Andre Smith, Steward Delegate Ovidio Crespo. Chairman thanked crewmembers standing watch for being quiet while others are sleeping. Bosun

thanked Brother Williams for running effective steward department. Secretary announced ship laying up in port of Singapore on March 28. No beefs or disputed OT reported. Crew commended galley gang for job well done and announced receipt of two new washing machines and dryers.

**LNG CAPRICORN** (ETC), March 5—Chairman Billie Darley, Secretary J.L. Gibbons, Educational Director Thomas Harris, Deck Delegate Michael McCartney, Engine Delegate Aaron Thaxton. Chairman congratulated crew for excellent safety practices. He stressed importance of shipboard union meetings to keep communication flowing. Treasurer announced \$152 in ship's fund. No beefs or disputed OT reported. Captain addressed members at union meeting concerning loading of gas in Arun, Indonesia. He noted that port is running out of gas and ship will be re-routing to Bontang, Indonesia to pick up LNG cargo. Crew discussed taking up donations for Japanese earthquake victims. Vote of thanks given to steward department for job well done.

**LNG LEO** (ETC), March 5—Chairman Philip Parisi, Secretary Henry Jones Jr., Educational Director Paul Pagano, Engine Delegate Richard Robertson, Steward Delegate Glenn Williams. Chairman announced union and company to meet this month to resolve shipboard concerns. He discussed telex from union headquarters concerning AB watch standing. Educational director noted Piney Point open year round for upgrading classes. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman said Seafarers LOGs received and SIU President Michael Sacco's report posted. Chairman noted cable will be run from radio room to crew decks so crewmembers can hook up if they have a TV — for CNN, TNT and ESPN. Entire crew gave big hand to steward department for good food and clean ship. Next port: Arun, Indonesia.

**OMI DYNACHEM** (OMI), March 26—Chairman Larry Kunc, Secretary S. Wagner, Educational Director Eusebio Figueroa, Deck Delegate Amante Gumiran, Engine Delegate Ali Asumari, Steward Delegate Tom Kreis. Chairman reported discussion by patrolman of SIU's role in politics concerning U.S. merchant marines. He also informed crew of tanker operations course at Paul Hall Center. Bosun announced expected payoff date and added room inspection will be conducted. He discussed letter from union concerning Sea-Land's reflagging. No beefs or disputed OT reported. Crew thanked steward department with special appreciation to Chief Cook Kreis who will be signing off after voyage. Next port: Texas City, Texas.

**OMI MISSOURI** (OMI), March 13—Chairman Stephen Argay, Secretary C. Clanton, Educational Director Glenn Bumpas, Deck Delegate John Shepherd, Steward Delegate John Arvanites. Chairman asked crewmembers to voice any concerns about safety on the job. Secretary announced union benefit forms available for all members. Educational director encouraged crewmembers to take advantage of upgrading classes at Lundeberg School. Treasurer noted \$50 in ship's fund and discussed using money for telephone calls or sympathy flowers. Deck and steward delegates reported disputed OT. Bosun read letter from union headquarters concerning questions from members about shipping limits, pension benefits and relief. Crew requested new TV, VCR and videotapes. Crew thanked steward department for job well done and thanked bosun for good union leadership and representation. Chairman encouraged all members to practice common

sense and judgment in safety matters at all times and stressed importance of safety meetings. Next port: New Orleans.

**OVERSEAS MARILYN** (Maritime Overseas), March 12—Chairman Marco Galliano, Secretary Jose Rivera, Educational Director Louis Gracia, Steward Delegate Thomas Gingerich. Chairman informed crew of layup and payoff in Texas. Secretary reminded eligible crewmembers to apply for upgrading courses at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew requested increased optical benefits. Entire crew gave vote of thanks to galley gang for job well done.

well done with special thanks given to "Big Al" of galley gang for always being happy and smiling. QMED Peter Sorensen reminded crew to clean quarters before signing off.

**SEA-LAND CONSUMER** (Sea-Land Service), March 12—Chairman Amado Abaniel, Secretary Ray Garcia, Educational Director Brian Connell, Deck Delegate Frank Cammuso, Engine Delegate Teddie Carter, Steward Delegate Arthur Edwards. Chairman extended special vote of thanks to deck department and reminded crew to take tanker safety course at Paul Hall Center. Secretary reminded members to check expiration date on z-cards. Educational director noted that

### Staying Informed Aboard the Duchess



A shipboard union meeting while in port means, among other things, an opportunity to receive and catch up on all the latest union news. So it was recently in San Juan, P.R., when the crew of the *Duchess* met with an SIU patrolman. From the left aboard the Ocean Ships, Inc. vessel are Bosun David Newman, AB A. Reed and QMED Felipe Torres.

**OVERSEAS OHIO** (Maritime Overseas), March 19—Chairman Greg Hamilton, Secretary Earl Gray Sr., Educational Director Scott Wilkinson, Deck Delegate Santiago Ludan, Engine Delegate Gregory Johns, Steward Delegate Ernest Polk. Chairman commended deck department for stripping and waxing decks. Permission given by captain for purchase of lamp shades for crew recreation room. Bosun thanked everyone for hard work during recent bad weather. He reported ship will discharge in Long Beach, Calif. next voyage. Secretary reminded crew to take new tanker safety course at Lundeberg School. Educational director discussed importance of attending this and other classes at Paul Hall Center. No beefs or disputed OT reported. Crew asked headquarters to check on mail delivery. Vote of thanks given to steward department for job well done. Next port: Honolulu, Hawaii.

**RICHARD G. MATTHIEN** (Ocean Shipholding), March 12—Chairman James Martin, Secretary Lovell McElroy, Educational Director Ronnie Day, Deck Delegate Dana Naze, Engine Delegate Dean Dobbins, Steward Delegate Daniel Maxie. Educational director reminded crew that members working on tankers must enroll as soon as possible in tanker operations class at Piney Point. Treasurer announced \$1,080 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into increasing number of vacation days awarded per month aboard vessel. Next port: Charleston, S.C.

**SEALIFT ATLANTIC** (IMC), March 18—Chairman Carlos Loureiro, Secretary Al Williams, Deck Delegate Ricardo Ramos, Engine Delegate Bernard Hutching, Steward Delegate Luis Caballero. Bosun announced ship has been sold to Greek company and reported payoff in Orange, Texas. He thanked crew for job well done in tank cleaning, cargo operations and for good seamanship. Educational director reminded crew about tanker safety course in effect at Lundeberg School. No beefs or disputed OT reported. Crew thanked steward department for job

safety comes first in all shipboard work. Beefs reported by steward delegate. No beefs or disputed OT reported by deck or engine delegates. Chairman asked crew to read Seafarers LOG. Crew thanked galley gang, especially Arthur Edwards, the 30-year man, for excellent meals. Next port: Long Beach, Calif.

**SEA-LAND PATRIOT** (Sea-Land Service), March 25—Chairman Robert Garcia, Secretary Peter Schutz, Steward Delegate Ernesto Meneses. Chairman noted crew recreation area furniture to be redone. Educational director advised crew to upgrade at Piney Point, utilizing courses such as tanker operations class to increase knowledge. No beefs or disputed OT reported. Crew noted letter from headquarters posted. Chairman asked crew to turn TV and VCR off when finished. Members reminded to return room keys and clean quarters before signing off. Chairman asked entire crew for help in keeping ship clean. Bosun also reminded crewmembers smoking not allowed in mess halls.

**SEA-LAND PRIDE** (Sea-Land Service), March 11—Chairman M. Abdulla, Secretary P. Scott, Educational Director K. Pamagotis, Deck Delegate Donald Boatright. Chairman discussed with crewmembers upcoming reflagging of the *Sea-Land Pride* in Singapore. No beefs or disputed OT reported. Chairman thanked entire crew for job well done during last few sailing weeks while waiting for reflagging and change of crews.

**USNS STALWART** (U.S. Marine Management), March 1—Chairman T.C. Oneyear, Secretary John Neal, Deck Delegate John Stambach, Engine Delegate Chuck Stamper. Chairman discussed Seafarers LOG and future of U.S. maritime industry with crewmembers. No beefs or disputed OT reported. Crew also discussed future ship assignments. Crew thanked steward department for outstanding ship. They noted deep satisfaction with chow and excellent attitudes of entire galley gang. Next port: Key West, Fla.



Preparing to participate in a union meeting aboard the *Sealift Caribbean* are AB Arthur Machado (left) and OS Jerome Sorupia. Chief Steward Dorothy Barnes (left) and Bosun Michael Galbraith sign the ship's minutes following the shipboard meeting.

## Smooth Sailing Reported Aboard Sealift Caribbean

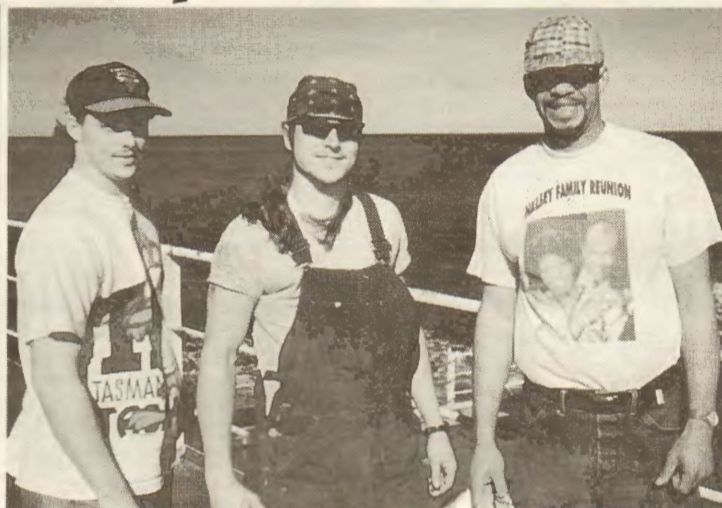
Smooth sailing was the word from the SIU crew aboard the *Sealift Caribbean* during its latest voyage.

Bosun Michael Galbraith reported to the SIU Contracts Department through the minutes of the crew's shipboard union meeting on March 14 that all was going well aboard the IMC tanker.

That view was backed up by AB Arthur Machado, who provided the accompanying photographs to the *Seafarers LOG*.

"We had a great crew on board," he said after signing off. "Everyone got along and worked well together."

Among the crewmembers Machado praised was OS Jerome Sorupia, who was sailing aboard his first vessel after completing the entry level pro-



Heading for their work stations on the *Sealift Caribbean* are, from left, SA Eugene Barnes, QMED Ty Harden and SA Van Monroe.

gram at the Seafarers Harry Lundeberg School of Seamanship. "Jerome had a wonderful attitude," Machado recalled.

"Like others who come straight from Piney Point, he worked hard and wanted to learn all that he could."

In the minutes, the whole crew praised the work of the galley gang. Chief Steward Dorothy Barnes, Chief Cook W.G. Lombard and Steward Assistants Eugene Barnes and Van Monroe were singled out for their superb meals which made the voyage along the Atlantic and Gulf coasts better.

The *Sealift Caribbean* is one of nine vessels operated by IMC to transport jet fuel and other petroleum products for the Military Sealift Command (MSC). The 20-year-old *Sealift Caribbean* recently laid up in Port Arthur, Texas. The fate of the tanker and the other eight in the fleet is unclear as charters on the vessels are expiring.



Wiper Shawn Tapp (left), QMED C.M. Devonish (center) and AB C. Wentworth listen during the shipboard meeting.

### Sealift Pacific Galley Crew Is Ready to Serve



Waiting to fill the meal orders of their fellow crewmembers is the steward department aboard the *Sealift Pacific*. From the left are Chief Steward Stephen Bird, Chief Cook Neville Monteith and SA Nawa Williams. The vessel transports petroleum products for the Military Sealift Command.

## 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.

# Final Departures

## DEEP SEA

### SCOTT C. ALDERSON



Scott C. Alderson, 38, passed away January 10. Born in California, he began sailing with the Seafarers in 1988 from the

port of Honolulu. He shipped in the steward department.

### ALFRED H. ANDERSON



Pensioner Alfred H. Anderson, 76, died March 9. Brother Anderson signed on with the SIU as a charter member in

1939 in the port of Norfolk, Va. Sailing in the deck department, he completed the bosun recertification course in 1974 at the Lundeberg School in Piney Point, Md. A native of Virginia, he retired in April 1980.

### DONALD J. BIRKLAND

Donald J. Birkland, 71, died February 19. Born in South Dakota, he began sailing with the union in 1988 from the port of New York. He shipped in the engine department and held the rating of electrician. Brother Birkland attended upgrading courses at the Lundeberg School. A veteran of World War II, he served in the U.S. Army from 1943 to 1946.

### CHARLES J. BRENNICK



Pensioner Charles J. Brennick, 69, passed away December 16, 1994. Brother Brennick signed on with the Seafarers in

1956 in the port of New York. He sailed in the engine department. A native of Massachusetts, Brother Brennick retired in August 1990.

### SANTIAGO CERRATO



Pensioner Santiago Cerrato, 66, died February 19. Born in Honduras, he began his sailing career with the SIU in 1969 from

the port of New Orleans. Brother Cerrato shipped in the engine department and upgraded at the Lundeberg School. He began receiving his pension in July 1994.

### DAVID E. CHRISTIAN



Pensioner David E. Christian, 85, died November 1, 1994. He joined the union in 1966 in the port of New York. Brother Christian shipped in the steward department. Born in Germany, he retired in June 1976.

### WILLARD C. COLAR

Pensioner Willard C. Colar, 70, died April 17, 1994. He signed on with the Marine Cooks and Stewards in 1955, before that

union merged with the SIU's AGLIWD. Brother Colar retired in August 1973.

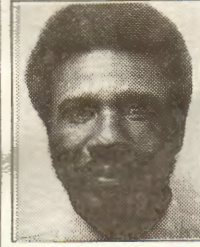
### ROBERT M. DEAN



Robert M. Dean, 63, passed away March 12. Born in the Philippines, he became a naturalized U.S. citizen. He began sail-

ing with the SIU in 1968 from the port of New York. Brother Dean sailed in the engine department and upgraded to QMED at the Lundeberg School.

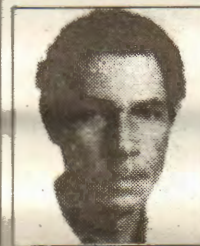
### WALTER E. DEVEREAUX



Walter E. Devereaux, 50, died March 26. Born in Texas, he signed on with the Seafarers in 1972 in the

port of San Francisco. He sailed in the engine department. Brother Devereaux upgraded to QMED at the Lundeberg School.

### PETER J. GARAY



Pensioner Peter J. Garay, 66, died September 15, 1994. Following his graduation from the Andrew Furuseth

Training School for entry level seamen, he began his SIU sailing career in 1956 in his native New York. He sailed in the engine department and upgraded to QMED at the Lundeberg School. Brother Garay began receiving his pension in February 1983.

### ARVID GYLLAND



Pensioner Arvid Gylland, 78, died October 5, 1994. Brother Gylland signed on with the Seafarers in 1943 in the

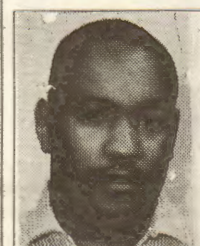
port of New York and sailed in the deck department. Born in Norway, Brother Gylland began receiving his pension in September 1971.

### YACOB B. HASSAN



Pensioner Yacob B. Hassan, 68, passed away February 19. He joined the SIU in 1969 in the port of Baltimore. Brother Hassan sailed in the deck department. Born in Singapore, he retired in May 1992.

### GORDON M. JOHNSON



Gordon M. Johnson, 56, died March 18. A graduate of the Andrew Furuseth Training School for entry level seamen, Brother Johnson began his

sailing career with the union in 1965 from the port of New York. Brother Johnson shipped in the steward department. Born in New York, he served in the U.S. Army from 1956 to 1960.

### STEPHEN J. JURETIC

Pensioner Stephen J. Juretic, 67, died December 10, 1994. Born in Oregon, he joined the Marine Cooks and Stewards in 1951 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He served in the military from 1945 to 1948. Brother Juretic began receiving his pension in July 1973.

### ELMER MOYER



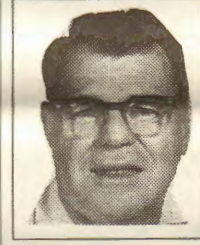
Elmer Moyer, 66, died January 2. He joined the union in 1971 in his native New York. Brother Moyer shipped in the

deck department. He served in the U.S. Navy from 1945 to 1954.

### DAVID H. PALI

Pensioner David H. Pali, 81, passed away November 17, 1994. Born in Hawaii, he joined the Marine Cooks and Stewards in the late 1940s, before that union merged with the SIU's AGLIWD. Brother Pali began receiving his pension in July 1978.

### EVERETT R. PERRY



Pensioner Everett R. Perry, 80, died March 20. Brother Perry graduated from the Andrew Furuseth

Training School for entry level seamen in 1958. He began shipping with the Seafarers from the port of New York as a member of the steward department. He served in the U.S. Army from 1940 to 1941. A native of Missouri, Brother Perry retired in December 1982.

### LUCIANO RAMOS



Pensioner Luciano Ramos, 95, passed away January 17. He signed on with the Marine Cooks and Stewards in 1946 in the

port of San Francisco, before that union merged with the SIU's AGLIWD. Born in the Philippines, Brother Ramos began receiving his pension in March 1967.

### JOHN E. ROBBINS



John E. Robbins, 53, passed away March 17. Brother Robbins graduated from the Andrew Furuseth

Training School for entry level seamen in 1964 and joined the union in the port of New York. Brother Robbins sailed in the deck department. He served in the U.S. Army from 1960 to 1962.

### WALENTY ROZMUS

Pensioner Walenty Rozmus, 72, passed away January 18. Born in

New Jersey, he joined the union in 1964 in the port of New York. Brother Rozmus began his SIU career aboard Great Lakes vessels and later transferred his book to the deep sea division. Sailing in the engine department, he upgraded to QMED at the Lundeberg School. A World War II veteran, he served in the U.S. Army from 1942 to 1946. Brother Rozmus retired in October 1985.

### JOSE L. ROMERO



Pensioner Jose L. Romero, 65, passed away March 18. A native of Texas, he began his sailing career with the SIU

in 1951 from the port of Galveston, Texas. He shipped in the steward department. Brother Romero began receiving his pension in September 1988.

### JEFFREY D. SERMAN



Jeffrey D. Serman, 42, passed away May 5, 1994. Born in Ohio, Brother Serman joined the Seafarers in 1990 in the

port of Wilmington, Calif. Brother Serman shipped in the deck department. He served in the U.S. Navy from 1972 to 1975.

### PETER SPATALO

Pensioner Peter Spatalo, 75, died December 12, 1994. Born in New Jersey, he began sailing with the Marine Cooks and Stewards in 1940 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Spatalo retired in December 1975.

### O.B.D. THOMPSON

Pensioner O.B.D. Thompson, 76, died March 13. Brother Thompson signed on with the SIU as a charter member in 1938 in the port of Mobile, Ala. He sailed in the deck department. Born in Alabama, he began receiving his pension in January 1973.

### JOSEPH TRAMONTANIC



Pensioner Joseph Tramontanic, 79, passed away January 18. He began sailing with the Seafarers in 1948 from the port of

New York. Brother Tramontanic shipped in the engine department and upgraded to QMED at the Lundeberg School. A veteran of World War II, he served in the U.S. Coast Guard from 1942 to 1945. Born in Yugoslavia, he became a naturalized U.S. citizen. Brother Tramontanic retired in December 1990.

### WILLIE F. WILSON



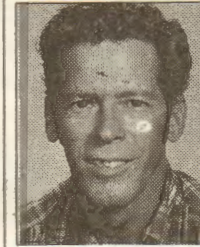
Pensioner Willie F. Wilson, 78, died March 19. Born in Alabama, Brother Wilson joined the Marine Cooks and Stewards

in 1939, before that union merged with the SIU's AGLIWD. He com-

pleted the steward recertification course at the Lundeberg School in 1980. Brother Wilson began receiving his pension in April 1990.

## INLAND

### JOHN BENITEZ



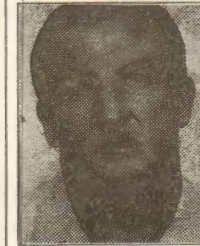
John Benitez, 59, died March 12, 1994. Born in Florida, he signed on with the Seafarers in 1953 in the port of New

York. Boatman Benitez sailed as a member of the deck department.

### ROGER R. FARROW

Pensioner Roger R. Farrow, 67, passed away September 18, 1994. A native of North Carolina, he joined the SIU in 1971 in the port of Norfolk, Va. Boatman Farrow sailed in the deck department. He began receiving his pension in May 1989.

### EDWARD A. SCHAEFFER



Pensioner Edward A. Schaeffer, 86, died February 19. Boatman Schaeffer joined the SIU in 1956 in the port of Baltimore. He

sailed in both the engine and deck departments. A native of Maryland, Boatman Schaeffer retired in November 1980.

### EARL STABLER

Pensioner Earl Stabler, 74, passed away January 31. A native of Alabama, he signed on with the union in 1974 in the port of Mobile, Ala. Boatman Stabler sailed in the deck department. A World War II veteran, he served in the U.S. Army from 1942 to 1946. Boatman Stabler began receiving his pension in February 1984.

## GREAT LAKES

### WOODROW L. MULL



Pensioner Woodrow L. Mull, 78, died March 12. Born in Michigan, he joined the union in the port of Frankfurt,

Mich. in 1961, sailing as a porter and coalpasser for the Arcadia (Mich.) Railroad No. 1 and the Ann Arbor (Mich.) Car Ferries Railroad from 1960 to 1979. Brother Mull began receiving his pension in February 1979.

## ATLANTIC FISHERMEN

### DANNY CIARAMITARO



Pensioner Danny Ciaramitaro, 87, died February 28. He signed on with the Atlantic Fishermen's Union as a charter member in

1938 in the port of Gloucester, Mass. Brother Ciaramitaro was skilled at making and repairing fishing nets and was known as one of the best twine men in Gloucester. Born in Massachusetts, he began receiving his pension in April 1972.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 535**— Graduating from trainee lifeboat class 535 are (from left, kneeling) Robert C. Hoppenworth, Auja L. Rogers, Jeffrey M. Gill, Christopher L. Millikan, (second row) James A. Fekany, Randall W. Reed, Jeffrey K. Spradlin, Julie D. Gramling, Johnny Delgado and Troy Gruber (instructor).



**Chief Steward Class**— Marking their graduation from the nine-week chief steward class are (from left) Sedonia Sparks, Michel Noeffer, Alan W. Bartley, Ben Henderson, Amy K. Rippel, Gum Poy Wong and Sandra Leonard.



**Radar**— Earning their radar endorsements on March 10 are (kneeling, from left) Timothy M. Johnston, James Fisher, Howard Hollon, Norm Guild, (second row) Jim Brown (instructor), Michael A. Garrett II, James Fenn, Joseph M. Kane, Edward Carlson, John Bryan, Mark Taylor and James Gibb.



**Hydraulics**— Completing the hydraulics class on March 15 are (front row, from left) Sean Nolan, Edward Rynberg, John Groom, (second row) George Hoopes, DiMarko Shoulders, Dan Holden (instructor), Stanley Golden, Dennis Riley and Steven Melendez.



**Welding**— Certificates of graduation were received on March 15 by upgrading members taking the welding class. They are (kneeling, from left) Michael Novak, William Mogg, Craig Niedzielski, (second row) Samuel Garrett, Robert Ashmore, Gregory Eastwood and William McClure (instructor).



**Advanced Firefighting**— Upgrading SIU members completing the advanced firefighting course on March 9 are (from left, kneeling) John Smith (instructor), David Sundling, John Crockett, Nicholas Conway, Stephen Welsh, John Gibbons, Jose A. Lopez, (second row) Gustavo Osorio, Michael Morrissey, Larry Jones, Robert Torres, Robert Papale, Michael Ellis, Frank Hedge, Mark Ramsey, (third row) Christopher Conlin, Phillip Yeomans, Charles Broadshaw, Jerry Stropich, Raymond McKnight, Lawrence Holbert, Scott A. Coburn, Thomas Stropich, William Shelly and Randy Peterson.

## LUNDEBERG SCHOOL 1995 UPGRADING COURSE SCHEDULE

The following is the course schedule for classes beginning between May and October 1995 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve job skills of Seafarers and to promote the American maritime industry.

The course schedule may change to reflect the needs of the membership, the maritime industry and—in times of conflict—the nation's security.

Please note that students should check in the *Friday 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	July 31	October 20
Bridge Management (Shiphandling)	July 17 October 9	July 28 October 20
Lifeboatman	July 17	July 28
Limited License/License Prep.	July 3 September 25	August 11 November 3
Radar Observer/Unlimited	May 22 July 10 August 14 September 25	May 26 July 14 August 18 October 29
Third Mate	August 28	December 15

All students must take the Oil Spill Prevention and Containment class.

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 11	September 22
Oil Spill Safety Recertification	May 25 June 22 July 20 September 21 October 19	May 25 June 22 July 20 September 21 October 19
Oil Spill Prevention & Containment	August 7	August 11
Sealift Operations and Maintenance	June 5 October 9	June 30 November 3
Tanker Operations	May 22 June 19 July 17 August 14 September 11 October 9	June 16 July 14 August 11 September 8 October 6 November 3

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	May 1 October 2	June 5 November 6
Steward Recertification	July 3	August 7

## UPGRADING APPLICATION

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

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Cook and Baker, Chief Cook, Chief Steward	June 16 August 25	September 8 November 17

### Engine Upgrading Courses

Course	Start Date	Date of Completion
QMED - Any Rating	August 14	November 3
Diesel Engine Technology	July 3 October 9	July 28 November 3
Refrigeration Technician Certification	June 19 June 26	June 23 June 30
Fireman/Watertender & Oiler	May 1 August 7 October 2	July 14 October 20 December 15
Hydraulics	June 5 October 9	July 7 November 10
Marine Electrical Maintenance I	May 22 July 31	June 30 September 8
Power Plant Maintenance	July 17	August 25
Pumproom Maintenance	September 11	September 22
Refrigeration Systems & Maint.	August 28	October 6
Welding	October 23	November 17
Basic Electronics	May 8	June 2
Marine Electronics	June 5	June 30

All students must take the Oil Spill Prevention and Containment class.

### Inland Courses

Course	Start Date	Date of Completion
Deck Inland	May 29 August 14 October 23	June 9 August 25 November 3
Designated Duty Engineer/ Limited License/License Prep.	July 24	August 4
Radar Observer/Inland	May 8	May 12
Welding	May 22	June 2
Electronics	July 17	July 28
Hydraulics	September 25	October 6

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 1 August 22	July 21 November 10
Adult Basic Education (ABE) and English as a Second Language (ESL)	June 5 September 5	July 28 October 27

### Deck and Engine Department College Courses

Course	Start Date	Date of Completion
Session II	June 5	July 28
Session III	September 5	October 27

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

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

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

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

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

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

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

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



## SEAFARERS

Have you planned your summer vacation?

The Lundeberg School can provide you and your family with all the ingredients for an exciting vacation. For details and rates, see page 11.

### Narin's Journey

## From World War II Boxer and Seaman To Loyal Volunteer

SIU charter member Ben Narin, 80, spends each day helping other senior citizens in his native Philadelphia. Whether driving someone between a doctor's office and home, consoling a person after the loss of a loved one or assisting with feeding at a local nursing home, Narin maintains an extremely busy volunteer schedule.

Many of the people he aids are friends. Many more are strangers.

Few would suspect the harrowing experiences which Narin, a lifelong trade unionist, survived during his years as a merchant mariner.

An extrovert who possesses an unusual blend of ruggedness and kindheartedness, Narin survived two sinkings during World War II, spending a total of more than two weeks in lifeboats. On other occasions during the war, he narrowly avoided becoming a prisoner of war, permanently lost sight in one eye due to a shipboard injury, and was hospitalized in Beirut for three months because of typhoid fever. Narin also suffered a severe stab wound while fighting in the Spanish Civil War prior to World War II.

Perhaps it is not surprising that from the late 1930s until he stopped sailing in 1944, Narin's idea of recreation was boxing. He trained aboard ship and fought all his bouts overseas, while his vessels were in port. He won the vast majority of his 90 fights, all against foreigners. "He has always been tough but friendly," says Paula Gart, one of Narin's twin daughters.

#### Sailing at 13

Benjamin Leonard Narinsky was 13 years old in 1927, the year his father passed away. (He eventually shortened his last name.) Soon thereafter, he quit school and began searching for a way to help support his mother, brother and four sisters.

"I was hopping boxcars, I didn't know where I was going," says Narin. "Then I joined the merchant marine. I loved it."

He lied about his age and caught a job as an OS aboard a Belgian-flag ship. For the next 10 years, he sent his family what little money he earned at sea.

In 1937, Narin sailed on a ship to Spain. While in port, he joined with the forces fighting against those of General Francisco Franco, who was backed by Nazi Germany and fascist Italy. "I was a crazy kid and I wasn't scared of anything, and I wanted to help," Narin explains.

He fought for months before a bayonet wound temporarily rendered him lame. (The war lasted three years and resulted in more than 1 million casualties. Franco's side won.)

After he returned home and his wound healed, Narin heard about the newly formed Seafarers International Union. "I was always a union man, always believed in them," he notes.

He joined the SIU in 1939 in

Philadelphia and returned to sea.

Undeterred by his experience in Spain, Narin utilized his knowledge of freight and cargo operations to assist Jews in Palestine during the early stages of their battle for independence. He helped them on and off for a year, when his ship was in port. "I was able to get guns, food and other supplies for them. I'm Jewish, I felt I should help," he recalls.

#### Close Call

In December 1941, Narin was working as an AB on an SIU-contracted ship that was in port near Japan. "We had been there about a month. We left a few days before the attack on Pearl Harbor," he remembers. "If we hadn't left when we did, I'm sure we would have been POWs."

His luck took a downward turn after the U.S. entered the war, though it could have been worse. In 1942, Narin survived a sinking in the Atlantic, eventually being rescued after nine days in a lifeboat. Later that year, during a severe storm, he fell and sustained a detached retina in his left eye. The injury eventually led to total blindness in that eye.

But he kept sailing, even after a horrifying experience in 1943. Narin does not remember the name of the ship, only that it was sailing "somewhere in the Pacific." A Japanese submarine torpedoed and sank the vessel, and the survivors got into two lifeboats.

"Then the Japanese sub came up and [machine-gunned] everyone in the other lifeboat." Everyone in that lifeboat was killed. The submarine's captain, who spoke English, emerged from his craft and loudly instructed the remaining survivors to warn their countrymen that the Allies wouldn't win the war. He then went back inside, and the submarine again slipped under the water.

A week later, Narin and the others were rescued.

#### Back to Sea

Like so many of his fellow Seafarers from that period, Narin was not easily discouraged. After the incident in the Pacific, he resumed sailing. "I never thought about quitting. We had a patriotic duty," he says.

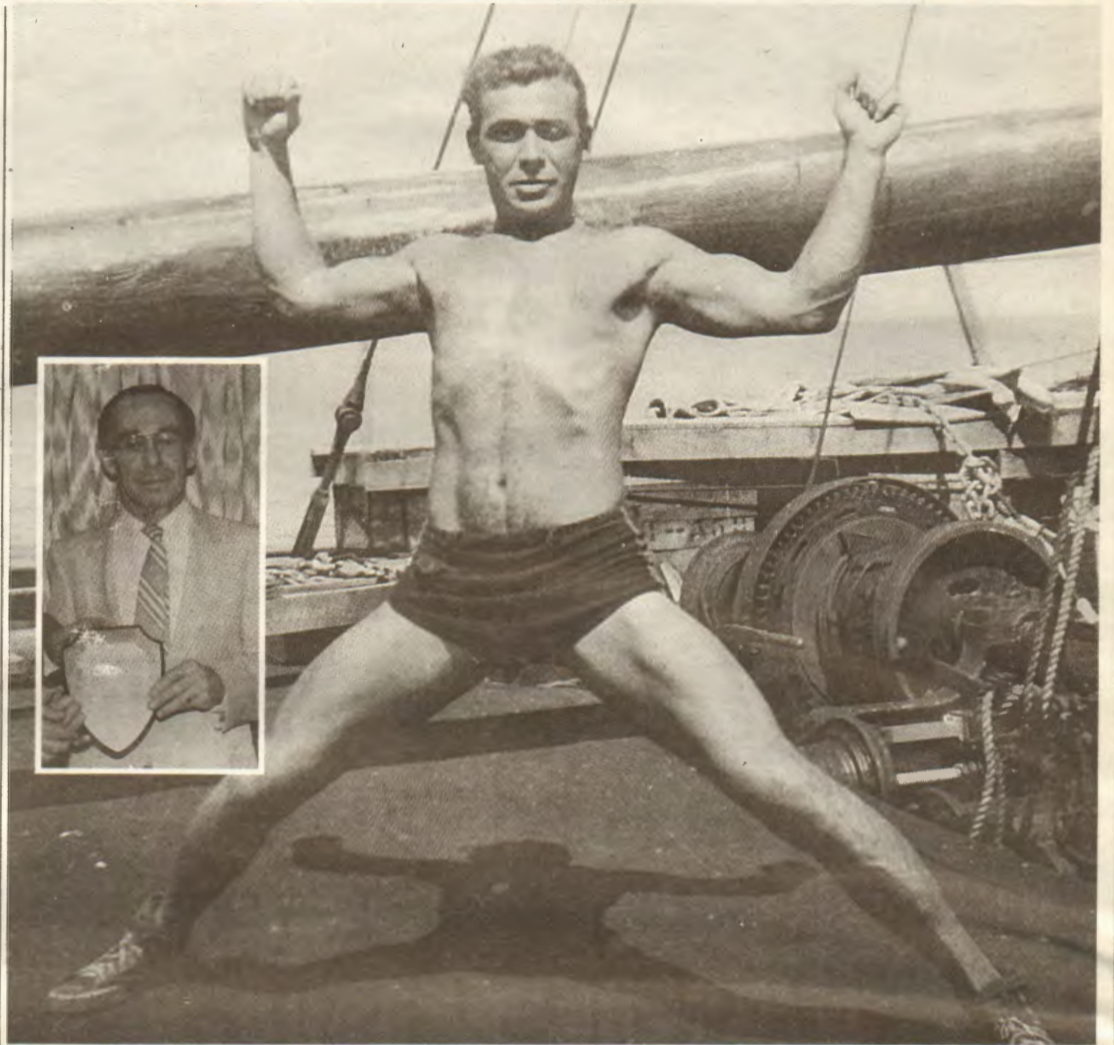
He also continued boxing. Using the ring-name Benny Leonard, Narin fought at a weight of 160 pounds. He often faced opponents—pros as well as amateurs—who were as much as 20 pounds heavier, but he almost never lost.

Accounts of some of his bouts appeared in the *Seafarers LOG*.

"I was in top shape," he says. "I never smoked or drank, and I trained a lot on the ships."

Narin relates that he never had trouble finding an opponent in the foreign ports. "As long as you were American, they wanted to see you fight."

But both his sailing career and



From his days of boxing by training aboard ship in the '40s to his current recognition for dedicated volunteer work (inset), Narin has always lived life to its fullest.

his avocation of fighting were curbed a short time after the incident in the Pacific. Narin was struck with typhoid fever, an acute infectious disease acquired by ingesting contaminated food or water. He was taken off his ship, the *William Patterson*, in Beirut and spent the next three months in a hospital.

After recovering, he made a trip on the *Azalea City*.

#### Brother Perishes

Narin never considered retiring from the sea because of his own hardships, but in the summer of 1944, his sailing career came to a tragic conclusion.

Narin's older brother, Isadore, a member of another maritime union, was in San Francisco Bay aboard the *Quinault Victory* when an explosion devastated the ship. Isadore was one of the 23 crewmembers killed in the blast; there were 12 survivors.

"We didn't see each other too often, but we were close," says Narin, who received several citations for his war service.

At the urging of his sisters, Narin reluctantly stopped sailing.

His timing proved fortunate. He was about to sign on the *Azalea City* again when he acquiesced to his sisters' wishes. Weeks later, the ship was sunk.

By 1946, Narin had gotten married and his wife had given birth to twin girls. Narin got a job in the mail room of the *Philadelphia Inquirer* newspaper, where he would work for 23 years as a member of the Teamsters.

He still maintains his Teamsters membership. "I believe in unions," he explains. "If it weren't for unions, people would be working for nothing."

Narin retired 18 years ago, and since then has remained active with

local charities and other volunteer organizations. Several groups have honored him for his efforts, and hundreds of people have written to thank Narin for his kind deeds.

Despite his tough upbringing, his boxing exploits and his near-fatal experiences, Narin considers himself fortunate. "God has been good to me. I figure the best thing I can do is help other people," he says.

Additionally, he is in good health and works out every day, running, playing handball and occasionally hitting the punching bags. "I don't take any medication," says Narin, who weighs 140 pounds. "Sometimes I feel like I'm 20."

Narin needed all of his strength—along with plenty of support from family and friends—two years ago, when he was staggered by the death of his wife of 49 years, Ethel. "She was never sick . . . but there's a reason why God takes you," Narin reflects.

He took the loss very hard, but refused to dwell on it. Instead, he increased his already full schedule of volunteer activities. In accordance with his faith, he also began attending daily religious services to mourn Ethel's passing.

"I thank God for the strength to keep doing whatever I can to help others," he concludes.

## Narin's Grandson Retraces Merchant Mariners' Stories

Jason Gart, grandson of SIU charter member Ben Narin, is a 23-year-old graduate student at Arizona State University.

His thesis topic is the treatment of U.S. merchant mariners before, during and immediately following World War II. While researching the subject, Gart has met with more than 100 retired merchant mariners who sailed during the war.

"You have this vision of rough people who drink and curse," Gart says. "But the seamen I've met, they are the nicest people in the world. They've welcomed me into their homes, cooked for me. And the bond between them is incredible. They're real proud of what they did."

Less appealing to Gart is the plight of World War II merchant mariners who didn't receive veterans status until 1988. "The government shafted them," says Gart. "That's one reason why I'm writing about this. I want to help set

the record straight."

(Editor's note: Gart would like to communicate with other merchant mariners who sailed during the 1930s and/or 1940s. He may be reached at P.O. Box 2024, Newport Beach, CA 92659, telephone (714) 640-4771.)



Jason Gart pores through old bound volumes of the *Seafarers LOG* as part of his thesis research.