



The

Volume 58 Number 8 August 1996

# SEAFARERS LOG

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

## Scandal of Runaway Shipping

# 'Floating Prison' Latest Case of Runaway Scam

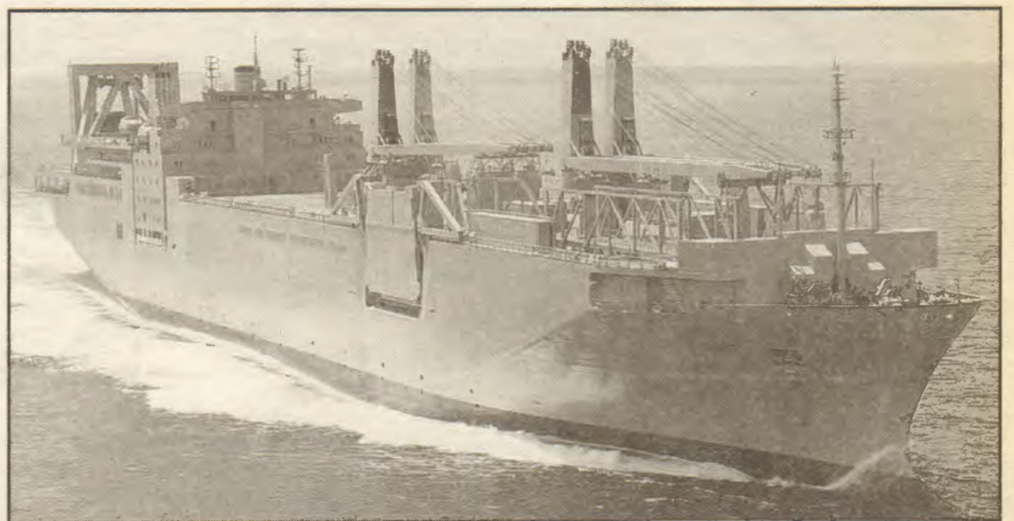
*The case of the Pride of Donegal is the latest illustrating the appalling, inhumane nature of runaway-flag shipping. In this instance, multinational crewmembers were stranded aboard ship in the U.S. for more than half a year, without pay, because of a shipowner's callousness and greed. Pages 12-13*



## **Seafarers Ratify Standard Contracts**

SIU members last month continued to vote overwhelmingly in favor of the new standard freightship and tanker agreements. Voting officially ends August 30, but enough "yeas" have been cast to ensure the pacts are ratified. Above: Upgraders at the Paul Hall Center sign in for the ratification meeting at Piney Point, Md.

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## **SIU-Crewed RO/RO Gets 1st Assignment**

The converted roll-on/roll-off prepositioning ship *USNS Shughart* recently received its first assignment. The SIU-crewed vessel, operated by Bay Ship Management for the U.S. Navy's Military Sealift Command, is participating in a series of military exercises near Norfolk, Va.

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# President's Report

## Register to Vote

Seafarers know that 'Politics Is Porkchops!'

That's the phrase Paul Hall, the late president of the SIU, coined to describe how closely decisions made in Washington, D.C. by the nation's elected officials are linked with the job security and welfare of American mariners.



Michael Sacco

That's why the SIU is so involved in the political process.

That's why Seafarers and their families should pay close attention to the candidate they vote for and put that extra little bit of effort into volunteering for pro-maritime candidates.

Of course, in order to vote, you must be registered. But here's the catch—most local governmental agencies in charge of voter registration close their books 30 days before an election.

This means that just about the time most people notice an election is taking place and are making up their minds on who to vote for, it's too late to register. And, in most parts of the country, if you are not registered to vote, you cannot cast a ballot on election day.

That's why it is important to register now!

It also is important to make sure your name is still on the voting rolls. Seafarers who have registered but have not voted in several years should contact their voter registration office to make sure they are still listed as active voters. Some areas take names off the voting rolls if a person has not cast a ballot for an extended period.

And, if you cannot register at home in person, there are several ways a merchant mariner

can become a registered voter. Fill out a voter registration application that is available through your port agent. Call your voter registrar to obtain an absentee registration application. Or, if you are overseas, contact a U.S. embassy, consulate or the voting office at a U.S. military base for a registration form.

The amount of time it takes to register to vote is just a few minutes. But the power that comes with being registered to vote is enormous.

Consider how many policies that affect the lives of Seafarers and their families are determined by elected officials.

Just in the last few weeks, such issues as maritime revitalization, cabotage, dredging and commercial fishing have been debated in the halls of Congress and within the offices of the federal government.

Then, there were the votes last month to raise the minimum wage and to defeat efforts for a national right-to-work (for less) law and company unions.

Last year, the *Seafarers LOG* listed more than 140 federal agencies and 100 congressional committees and panels which have some sort of jurisdiction over the U.S.-flag merchant fleet. There are countless others at the state and local levels that can affect sailing operations in harbors, on the Great Lakes and along the inland waterways.

Seafarers have the opportunity to play an active role in the decisions made by the elected officials at the local, state and national levels. That opportunity comes by being active politically and voting.

To be a part of the process, voting is a must. What is at stake for Seafarers and their families in this presidential election year is far too important to stand aside and let others make the decisions that will affect our jobs and future.

## Senate Votes to Raise Minimum Wage

### Anti-Worker Bills Beaten Back

Millions of American workers were buoyed by Senate action last month on three key bills affecting national labor laws and wages.

On July 9, the Senate voted 74-24 to raise the minimum wage by 90 cents per hour. In approving the first minimum-wage increase since 1989, the legislative body eliminated proposed amendments described by President Clinton as "poison pills" that would have excluded vast numbers of workers from receiving the pay boost.

A day later, the Senate addressed two anti-union measures. First, it soundly defeated a

proposed national right-to-work (for less) law when 61 senators supported a filibuster to kill the legislation. Additionally, although the so-called Teamwork for Employees and Management (TEAM) Act narrowly passed (53-46), it did not come close to garnering enough support to override a presidential veto.

The AFL-CIO, the national federation of trade unions, of which the SIU is a member, vigorously opposed the TEAM Act and the right-to-work bill, while it supported the minimum-wage increase. Following the

Senate votes, AFL-CIO President John Sweeney stated, "We've stood up to bullies before, and today we showed that workers will continue to win out over the best that the enemies of working families can dish out."

In a news conference following the minimum wage vote, President Clinton said it was a "very good day for America's working families." He then encouraged members of Congress to send him the legislation as soon as possible so he could sign it.

#### Minimum Wage Goes Up

As approved by both the Senate and the House, the measure would raise the hourly wage base from \$4.25 to \$4.75 instantly and to \$5.15 by July 1997, giving wage increases of varying amounts to about 10 million workers in the U.S.

This is the first raise in the minimum wage approved by Congress since a 90 cent increase in 1989.

Because there were some differences between the House and Senate versions of the bill involving tax provisions, the legislation is scheduled for a House-Senate conference committee before being sent to the president for his signature.

Twenty-seven Republicans united with all 47 Democrats in voting for the bill, which also received bipartisan support in the House. On May 23, the House approved the bill 281 to 144 as 43 Republicans voted with almost all Democrats in support of the proposal.

Besides backing the bill in behalf of those workers who directly will receive the raise, the AFL-CIO also supported it because the increase is expected to have a positive residual effect on workers who earn more than the minimum wage. Specifically, the bill is expected to help increase their wages as well.

#### Clinton Vetoes TEAM Act

On July 10, the Senate took action on two other bills opposed by organized labor. President Clinton had announced that he was against both measures—which carry the misnomers of the TEAM Act and the right-to-work law—and vowed to veto them if they reached his desk.

The TEAM Act, designed to bring back company-dominated, sham unions, had cleared the House before being approved by the Senate.

On July 30, the president stayed true to his promise and vetoed the legislation that would have allowed companies to set up employee-manager committees to address work issues.



SIU members march with fellow trade unionists on Capitol Hill to support an increase in the minimum wage.

The Issue	The Vote	What It Means
Minimum wage increase	74-24 to pass	Two-step increase in national minimum wage, from current \$4.25 to \$5.15 by July 1997.
National right-to-work (for less) law (Allows workers to freeload by enjoying union representation without paying dues)	38-61 against (Bill did not come up for a final vote as 61 senators supported a filibuster to kill the legislation.)	Workers in non-right-to-work (for less) states will continue enjoying higher pay, safer working conditions and an equitable sharing of both the costs and benefits of union representation.
TEAM Act	53-46 to pass (Bill did not receive a two-thirds majority to survive a presidential veto.)	Push to resurrect company (sham) unions didn't have enough support to override veto on July 30.

In a statement following the veto of the TEAM Act, President Clinton reiterated his opposition to the measure: "This legislation, rather than promoting genuine teamwork, would undermine the system of collective bargaining that has served this country so well for many decades."

As written, the TEAM Act would have amended the National Labor Relations Act to permit employers "to establish, assist, maintain or participate in..." organizations for their employees; a change which would undermine independent representation by allowing the creation of employer-dominated organizations in both union and non-union workplaces.

The measure would have allowed employers to thwart democratically chosen union representation and the contracts negotiated through collective bargaining. Employers would have been able to bypass the union by setting up committees led by their own hand-picked people to talk about collective bargaining issues.

Under the TEAM Act, employer-selected individuals would have been authorized to do

everything associated with collective bargaining except sign a contract. Essentially, therefore, the bill would have legalized company unions.

#### Phony Right-to-Work Law Dumped

The final measure to be taken up by the Senate was the federal right-to-work law, which would have prohibited union contracts from requiring employees represented by unions to pay dues as a condition of employment. The so-called right-to-work law is currently in force in 21 states.

Sen. Edward M. Kennedy (D-Mass.), a leader in the fight to defeat the bill, stated, "This bill should be called the National Freeloaders bill because it gives people the right to all the benefits of union membership without having to pay for them." Kennedy noted that it was a "direct attack on the ability of working people to protect their economic interests."

The legislation died in a filibuster when the bill's sponsor, Sen. Lauch Faircloth (R-N.C.), was 22 votes short of the 60 needed to push the legislation to a final vote. All 47 Democrats and an additional 21 Republicans voted to kill the bill.

## Seafarers Support Min. Wage Hike

Hours before the Senate voted on the issue, SIU members were among more than 1,000 trade unionists who sent a message to U.S. legislators in Congress that working people need a raise in the minimum wage, which had not been increased since 1989.

Thirty Seafarers and their families joined the AFL-CIO-sponsored rally in Washington, D.C. Participants marched in Washington and listened to remarks from members of Congress, the administration and organized labor.

"A raise in the minimum wage is a very necessary part of moving into the next century. It will not only benefit us today, but also future generations," stated QMED Sheldon Greenberg, whose wife, Toni, accompanied him at the rally.

The Seafarer added, "We live in Florida, so being here in Washington and seeing the democratic process in action is a rare and exciting opportunity. We are proud to participate."

"I think that anything we can do to help American workers is worth the effort. This rally is for a good cause," noted Electrician Faustino Pereira.

Other Seafarers who joined the rally expressed similar views:

- **AB Allan McCoy:** "This is a positive experience. I think it was a true sign of solidarity and union brotherhood to see all of these unions represented here today."

- **AB Norberto Vera:** "The rally calls attention to our elected representatives to help the workers. I think we really brought attention to the cause."

- **Bosun Richard Wilson:** "The rally was wonderful. I was impressed with the number of union brothers and sisters who showed up in support of all American workers."

- **Deck/Maintenance Dan Brinson:** "Obviously it's worthwhile to support America's working people. It was nice to see so many union members come out today and show their support."

- **AB Lloyd Stock:** "This was a good experience that I believe will have a positive impact on the decision to raise the minimum wage."

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# Lott Urges Action On U.S. Ship Bill

## Senate Majority Leader Seeks September Vote

The majority leader of the Senate has called upon his colleagues to consider maritime revitalization legislation when the Congress returns to Washington, D.C. after Labor Day.

Senator Trent Lott (R-Miss.) urged passage of the Maritime Security Act (H.R. 1350) in an address to the Senate on July 30.

"This is a bill we must pass before this Congress goes into recess for this fall's elections. It is my hope that the Senate will consider the Maritime Security Act on the floor in September," Lott stated.

The Mississippi Republican serves as the top ranking official in the Senate. He was elected by his fellow Republicans to serve as majority leader when Bob Dole resigned in June. Prior to attaining that post, Lott, the Senate sponsor of the bill, had served as the chairman of the Senate Surface Transportation and Merchant Marine Subcommittee.

### Longtime Supporter

Reiterating his longstanding

support for the U.S.-flag merchant marine, Lott said passage of the Maritime Security Act is needed immediately.

"Make no mistake about it—without it, the American maritime flag will disappear from the high seas," Lott told his fellow senators. "The U.S.-flag merchant marine that has helped to sustain this country in peace and has served with bravery and honor in wartime will be gone.

"I don't believe that any American wants that day to come," the son of a union shipyard worker added.

### Military Backing

In his address, Lott reported on the strong support the measure has

received from active and retired members of the military.

"In order to protect our military presence overseas, we must have a modern, efficient and reliable sealift. On this point, the assessment of our nation's top military leaders is unequivocal.

"Our military needs a U.S.-flag merchant marine to carry supplies to our troops overseas. We cannot, in fact, we must not, rely on foreign ships and foreign crews to deliver supplies into hostile areas."

The Maritime Security Act is a 10-year, \$1 billion program designed to help fund approximately 50 militarily useful U.S.-flag vessels. Companies who receive the funds would make their ships and infrastructure available

to the armed forces in times of war or national emergency. The military also would use the vessels in the program to transport cargo during times of peace.

### Bipartisan Backing

The measure cleared the House with strong bipartisan support in December. Meanwhile, a Senate version of the legislation made its way unanimously through the Senate Commerce, Science and Transportation Committee in August.

The Clinton administration has repeatedly stated its support for the measure and the president has said he would sign the measure when it clears Congress.



Senate Majority Leader Trent Lott (R-Miss.) calls on the Senate to pass the Maritime Security Act.

## Text of Sen. Trent Lott's Speech To the Senate on the U.S. Ship Bill

Mr. President, I have always been a strong supporter of the U.S.-flag merchant marine and America's maritime industry. That is why last year I introduced the Maritime Security Act of 1995. This bill is the product of nearly a decade of bipartisan and bicameral effort. It will reform, streamline and reduce federal support for the U.S.-flag merchant marine, while at the same time revitalizing our U.S.-flag fleet.

The starting point for the Maritime Security Program is the simple and valid premise that America's merchant marine is a vital component of our military sealift capability.

Thus, in order to protect our military presence overseas, we must have a modern, efficient and reliable sealift. On this point, the assessment of our nation's top military leaders is unequivocal. Our military needs a U.S.-flag merchant marine to carry supplies to our troops overseas. We cannot, in fact, we must not, rely on foreign ships and foreign crews to deliver supplies into hostile areas.

Just recently, I received a letter from Admiral Thomas Moorer, the former chairman of the Joint Chiefs of Staff, and Rear Admiral Robert Spiro, a former under secretary of the Army. They both enthusiastically endorse the legislation. I have added this letter to a stack of letters sitting on my desk from many other distinguished military leaders who also have strongly backed the Maritime Security Act.

Not long ago, I also received endorsements of the Maritime Security Act from the Honorable John P. White, the current deputy secretary of defense, and the Honorable John W. Douglass, the current assistant secretary of the Navy for research, development and acquisition. I also have received numerous letters from members of the Navy League of the U.S.

Clearly there is visible support from both the active and retired military community for the recognized value of this program.

The Maritime Security Act will ensure that our nation will continue to have access to both a fleet of militarily useful U.S.-flag commercial vessels and a cadre of trained and loyal U.S.-citizen crews. What's more, under this bill, our military planners will gain access to the onshore logistical and intermodal capabilities of these U.S.-flag operators. Instead of just getting a ship, our military gets access to port facilities worldwide, state-of-the-art computer tracking systems, intermodal loading and transfer equipment, and so on. And our nation gets these benefits for less than half the cost of the current program.

This is both a fiscal and national security bargain.

Let me make this point clear. This is not a blanket handout to the maritime industry. To participate in the Maritime Security Program, each vessel must be approved by the secretary of defense. And participation is limited to vessels actively engaged in the international maritime trades.

Make no mistake about it—without it, the American maritime flag will disappear from the high seas. The U.S.-flag merchant marine that has helped to sustain this country in peace and has served with bravery and honor in wartime will be gone.

I don't believe that any American wants that day to come.

Provisions of this bill have been considered and discussed in nearly 50 public hearings in either the House or the Senate. These hearings were full and open. All interested parties, both for and against this approach, have had notice and opportunity to make comments, criticisms and corrections. In nine years, this inclusive process has insured the incorporation of all valid provisions into a balanced and responsible public policy which advances and revitalizes an integral segment of America's economy and culture. This inclusive process is reflected in the deep respect and support for this legislation across a wide political and social spectrum.

The House passed the bill in December on a voice vote, with overwhelming and loud bipartisan support. I have been told that the president intends to sign this bill promptly after its final passage here in the Senate.

Mr. President, the Senate has a responsibility to provide for the nation's defense. And this bill represents the most cost-effective way to make sure our military has the sealift capabilities it needs to protect our interests around the world. It marks a dramatic departure from our previous maritime programs. The entitlements are gone, and they have been replaced by a vigorous fiscal discipline and dynamic marketplace.

Mr. President, I urge all of my colleagues to stand with me in support of this legislation when it comes to the floor.

Mr. President, this is a bill we must pass before this Congress goes into recess for this fall's elections. It is my hope that the Senate will consider the Maritime Security Act on the floor in September.

## Members Ratify Standard Pacts

### Agreements Garner Overwhelming Support

An overwhelming majority of the SIU membership has approved the new five-year standard freightship and tanker contracts, the union announced. However, eligible members who have not voted may cast their ballot until August 30, the official conclusion of the voting period.

"Based on the number of votes cast in favor of the agreements, the contracts have been ratified," noted SIU Vice President Contracts Augie Tellez. "The only question is the final vote count. But based on the number of 'yes' votes already submitted and the relatively small number of outstanding potential votes, it is clear that the vast majority of the membership has approved the contracts."

Copies of the contracts are being put together for distribution to Seafarers. They will include a few minor corrections based on concerns raised since the original contracts were drafted. However, the intent of the original agreements remains unchanged.

As reported in last month's Seafarers LOG, support for the pacts—which call for wage increases and numerous other gains—has been very strong since voting began June 7. SIU members particularly have praised the new and expanded medical coverage for themselves and their dependents, the innovative annuity savings plan and the length of the contracts themselves.

Following is a look at some of the gains made in the five-year contracts:

- Dependent medical coverage will be expanded to provide 100 percent of reasonable and customary charges. This is an increase from the existing 80 percent, which eliminates co-payments for reasonable and customary charges.

- Dental coverage for members will increase substantially. For example, under the old benefit,

members were reimbursed \$9 per exam, \$2 per X-ray and \$95 per crown. With the new contract, members will be reimbursed \$25 per exam, \$50 per X-ray and \$285 per crown. (Other coverage includes root canals, fillings and dentures.)

Also, for the first time, dental benefits will be extended to members' dependents. The dependents' benefits include a

\$1,500 annual limit per family member and will provide a lifetime \$2,000 benefit for orthodontics (braces).

- The optical benefit will be increased from \$40 to \$100 per person, retroactive to June 16, 1996, and to \$125 on June 16, 1998.

- The Seafarers Money Pur-

*Continued on page 4*

## Three New Contracts Approved by Seafarers

Seafarers who sail aboard deep sea and inland vessels have ratified three new contracts.

The agreements cover SIU members who work aboard Matson Navigation Company container-ships, Dyn Marine Services of Virginia oceanographic survey ships and Maritrans tugs and barges.

### 3-Year Matson Pact

Steward department members who sail aboard Matson Navigation Co. vessels have approved a new contract that improves wages and benefits while providing job security through 1999.

Joining Seafarers from the Atlantic, Gulf, Lakes and Inland Waters District (who sail in the galley aboard Matson container-ships) in approving the three-year pact are members of two other SIUNA-affiliated unions. The unlicensed deck department is crewed by members of the Sailors' Union of the Pacific, while the unlicensed engine department is composed of members of the Marine Firemen's Union.

The contract, which is retroactive to June 16 and runs until June 15, 1999, covers members of all three unions.

The agreement calls for wage increases throughout the life of the contract, including a cost of living adjustment (COLA) in the third year of the agreement, if ap-

plicable. The SIU members also will participate in the Seafarers Money Purchase Plan Benefit (SMPB), a newly created individual interest-earning investment account funded by a daily contribution on behalf of the employee by the company. Additionally, the members have the option of voluntarily providing contributions to their funds.

Negotiators also were able to ensure that there will be no reductions in manning scales or changes in work rules.

Vice President West Coast George McCartney, Port Agent Nick Celona and SIU Representative Vince Coss represented the union in the San Francisco-based negotiations, which began in early May and concluded on June 15.

"Going into negotiations, we were intent on maintaining all levels of job security for the members, and we were able to do just that in this new agreement," stated McCartney.

Matson provides regular containership service along the Pacific Coast as well as between the West Coast and Hawaii.

### Survey Ships Covered

The contract covering Seafarers aboard five

*Continued on page 4*



# Local Efforts Gaining Support For Keeping Jones Act Intact

The Jones Act is not just a law on paper. It is the underpinning of a major U.S. industry that provides more than 100,000 jobs for Americans.

That is the message average citizens in North Carolina and Hawaii are sending to their elected officials in Washington, D.C. on the importance of maintaining the nation's cabotage laws.

"We feel it is important to let the elected officials know what the Jones Act means to the people who work with it every day," stated Sylvia Kirk, coordinator and wife of AB Robert Kirk, who sails aboard a Penn Maritime tug that sails along the East Coast.

In the two states, local activists met last month to consolidate their efforts to show support for the Jones Act as well as the Passenger Vessel Services Act. The groups are two local chapters of the national Maritime Cabotage Task Force, composed of more than 400 transportation and maritime-related organizations to promote the Jones Act. The SIU is a member of the task force.

(The Jones Act, part of the Merchant Marine Act of 1920, states

that cargo moved from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels. The Passenger Vessel Services Act of 1886 calls for the movement of passengers between American ports to U.S.-crewed, U.S.-built and U.S.-flag ships.)

Members of both local chapters will be scheduling meetings with senators and representatives while Congress takes its August recess.

"We saw firsthand how average people like us are listened to by congressmen when we visited Washington," Mrs. Kirk informed the others representing trucking, railroads, ports and maritime during a July 16 meeting in Greenville, N.C.

The Kirks were among several mariners who attended a June 12 hearing by the House Coast Guard and Maritime Transportation Subcommittee on the Jones Act.

"When our own congressman heard we were from his district, he was very interested in what we had to say," added Mrs. Kirk, speaking of a meeting held by Seafarers with U.S. Representative Walter Jones Jr. (R-N.C.) following the subcommittee hearing. Members of the group also met with Repre-

sentatives Howard Coble (R-N.C.), chairman of the subcommittee, and Bob Clement (D-Tenn.), the ranking minority member of the subcommittee.

"It is important that others in North Carolina understand the Jones Act not only affects shipping, but the other transportation industries as well," added Maritrans Captain Chris Lupton, president of the North Carolina chapter. "Our job is to make sure they learn why this law should not be changed."

Like the group in North Carolina, members of the Hawaii chapter of the Maritime Cabotage Task Force already have had meetings with some of their elected officials.

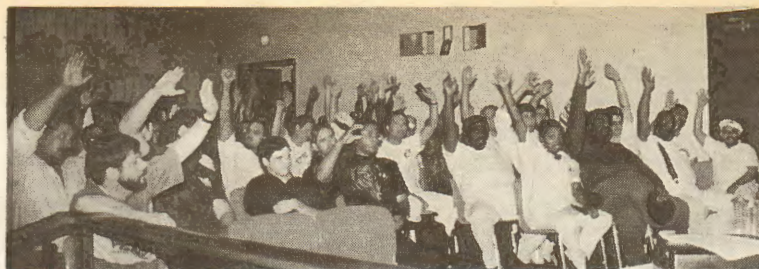
"The governor's office has told us they support maintaining the Jones Act," stated Honolulu Port Agent Neil Dietz, co-chairman of the Hawaii group with Murray Grune of Hawaii Stevedores, Inc.

"We presently are scheduling meetings with others to gain their support," Dietz noted.

He pointed out the Hawaii chapter continues to grow as more people learn about the importance of the cabotage laws. Membership includes representatives from both labor and management in transportation, maritime, tourism and other related trades.

In May, Senator Jesse Helms (R-N.C.) introduced the Coastal Shipping Competition Act (S. 1813) which would allow foreign-flag, foreign-built and foreign-crewed vessels to move cargo between U.S. ports on the coastline, the Great Lakes and inland waterways where deep-sea vessels can sail.

The bill was immediately denounced by 71 retired U.S. Navy flag officers who called the measure an attack on America's national security. No hearings have been scheduled for the legislation.



Members show their approval for the new standard contracts during the ratification vote at the Paul Hall Center in Piney Point, Md.

## Standard Contracts Ratified

*Continued from page 3*

chase Plan Benefit (SMPB) will be established. The SMPB will be an individual, interest-earning investment account funded by a daily contribution made on behalf of the employee by the company. The fund also can receive voluntary contributions from the member.

The accounts will have no vesting requirements, meaning Seafarers can receive their funds when they leave the industry, regardless of seetime. The SMPB also offers portability throughout the industry, so SIU members may continue adding to their accounts as they move from one participating contracted company to another.

It is important for members to note that the SMPB will be in addition to their wage-related pension.

The reason the union negotiated for the SMPB "instead of a 401K plan is that with SMPB, the company can make mandatory contributions without any funding by the member, but in a 401K they can't," Tellez stated.

- In addition to wage increases, both pacts call for a contingent cost of living adjustment (COLA). The COLA will be implemented in the fourth and fifth years of the contract if the U.S. Consumer Price Index exceeds 6 percent, based on the findings of the Bureau of Labor Statistics and the U.S. Department of Labor.

- The additional-labor clause has been modified to include an

SIU riding gang. This gang will be used to supplement the ship's crew for project work such as preparations for going into the shipyard, prepping the ship for inspection by a potential charterer and/or tank cleaning.

The riding gang will work a 12-hour day and be classified either Group I or Group II. Rates of pay will be the QMED hourly rate for group I and the AB Maintenance hourly rate for Group II. [To be registered in Group I, you must possess a QMED rating and at least an AB (green ticket) or OMU for Group II.]

- A relief second pumpman will be added to the tanker agreement. If the regular second pumpman slot becomes vacant for any reason, the relief second pumpman will assume his or her position and a new relief will be shipped from the hiring hall.

The shipping rules shall be amended to place even greater emphasis on safety by giving priority to those mariners who possess the most seniority and shipboard experience combined with training at the Paul Hall Center.

- On tankers, the overtime rate will reflect a blended rate based on a combination of premium, regular overtime and penalty rates. Except when a particular penalty rate is applicable, this rate will be paid for all hours worked in excess of eight Monday through Friday and for all hours worked on Saturdays, Sundays and holidays.

The blended rate was developed using calculations on four hours overtime a day, projected over the course of a year. This rate more closely reflects the 1-1/2 times the straight hourly rate (and in fact is slightly greater).

"The rate was compared to actual vessel payrolls that were randomly selected, and it was found that the new rate accurately reflects actual earnings," Tellez explained. "What it boils down to is, the blended rate will be a gain for the membership."

- Jurisdictional protection has been enhanced by providing the payment of the penalty rate when working outside the designated areas while on the wheel watch and for mates taking the wheel while the AB is working.

Additionally, although QMEDs still can be required to do routine maintenance for three hours per day, a new clause will provide that they will not be so assigned when work ordinarily requiring their participation and their skills is being performed. Here again, the new agreement will include the payment of the penalty rate if this occurs.

The only exception is when more than one QMED dayworker is carried. In that event, the lowest rated QMED will be assigned. If all are equally classified, then the last one on board will be so assigned. This also shall apply if a day-working OMU is carried.

"The membership's input was carefully considered prior to and throughout negotiations," concluded Tellez.



Sylvia Kirk, wife of AB Robert Kirk (on her right), tells those attending the North Carolina chapter meeting of the Maritime Cabotage Task Force of the importance of meeting with local elected officials to gain support for the Jones Act.

## Accident Claims Lives Of Three SIU Boatmen

A tragic accident last month in the Houston Ship Channel claimed the lives of three SIU boatmen.

Brother Gregg Gerdes, Brother Kenneth Baldwin and Brother Lance Liska lost their lives when their tugboat, the *Laura Haden*, collided with a Liberian-flag tanker around 3:30 a.m. on July 22. The tugboat's other crewmember, Brother Patrick O'Neal, survived the wreck. He was hospitalized with head and leg injuries, but at press time had been released.

The Coast Guard is investigating the cause of the accident.

"This is truly a tragedy," said SIU President Michael Sacco. "I know that the thoughts and prayers of the entire membership and every SIU official are with the families of our fallen brothers."

Dean Corgey, vice president of the SIU's Gulf Coast District, noted that Gerdes, Baldwin and Liska "all were good guys, hard workers and strong supporters of the union. This is a horrible loss for everyone who knew them."

According to news reports, the tugboat, operated by G&H Towing of Galveston, Texas, sustained major damage to the starboard side of its bridge area and also had large holes punched in the hull following the collision with the tanker *Stolt Hawk*. The *Laura Haden* sank 45 feet to the bottom of the channel.

None of the tanker's cargo (caustic soda and styrene monomer) spilled, and only a nominal amount of fuel from the tug leaked.

Salvage crews raised the *Laura Haden* one day after the accident.

## Three Pacts Approved

*Continued from page 3*

oceanographic survey ships operated by Dyn Marine provides wage and benefit increases.

Seafarers aboard the oceanographic ships, owned by the U.S. Navy's Military Sealift Command (MSC), also will be eligible to upgrade their skills at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The new pact is a result of a successful organizing effort by the Seafarers to bring Dyn Marine into the SIU family, according SIU Vice President Contracts Augie Tellez.

"In the uncertain times of today's maritime industry, this contract with Dyn Marine offers Seafarers the security of employment aboard U.S.-flag vessels and educational opportunities available through the Lundeberg School," noted Tellez.

The contract, retroactive to February 26, gives crewmembers the opportunity to ship out through SIU hiring halls and participate in the Seafarers Vacation Plan.

The MSC ships covered by the pact include the *USNS Silas Bent*, *USNS Wyman*, *Little Hales*, *USNS Kane* and *Sumner*. These vessels had been operated by an SIU-contracted company until last year when MSC awarded a pact to Dyn Marine. The SIU organized the crewmembers who had been brought aboard by the Reston, Va.-based company and negotiated the

contract with them.

For SIU boatmen on Maritrans tugs and barges, the new three-year pact includes improvements in working conditions and expanded health benefits for SIU members and their dependents.

For the first time, dependents of Seafarers will be covered by a dental and optical plan. In addition, the medical, dental and optical benefits for SIU members have been increased.

Representatives for the SIU and the Philadelphia-based company met May 21-24 at the union's Harry Lundeberg School of Seamanship in Piney Point, Md. Delegates to the negotiation sessions included AB Tankerman Frank Sessa, Deck Utility Greg Gibson, AB Ken Brady, Cook Claude Jacobs and Cook Carl Doughtie. Assistant Vice President Dave Heindel and Philadelphia Patrolman Joe Soresi also participated in the contract talks.

The members voted on the pact by mail ballot. On July 8, the ballots were tallied in Philadelphia aboard the Maritrans tug *Enterprise*. The agreement is retroactive to June 1.

"The negotiating committee did an outstanding job," noted Heindel. "It is all about protecting the job security of our members, and I am happy to say that we negotiated a pact that includes job security," concluded Heindel.



## 5-Year Pact Presented to LNG Crews

A proposed five-year contract that increases wages and benefits as well as providing job security into the next century is being considered by SIU crews aboard eight Energy Transportation Corp. (ETC) vessels.

SIU members began reviewing the contract and casting their votes aboard the LNG vessels as the *Seafarers LOG* went to press.

The proposed contract includes annual wage increases and expanded health benefits for union members and their dependents. It also features an innovative annuity savings plan for individual Seafarers, and calls for the establishment of an LNG recertification program at the Paul Hall Center in Piney Point, Md.

The ETC contract, which in many regards parallels the union's standard tanker agreement, will cover SIU members through 2001.

SIU Vice President Contracts Augie Tellez noted that the length of the agreement was established in order to help protect and ensure the continued job security for SIU members who work aboard the LNG

vessels that sail between Indonesia and Japan.

"Most importantly, we did not give up one job during these negotiations and our members are guaranteed employment on the LNG carriers into the next-century," Tellez stated.

He noted that the union reviewed contract recommendations made by Seafarers as the contracts department prepared for the negotiations.

Among the items of interest in the pact being considered are:

- The Seafarers Money Purchase Benefit (SMPB). This benefit package is an individual interest-earning investment account funded by a daily contribution made on behalf of the employee by the company. The benefit is in addition to the SIU wage-related pension.

- No reduction in crew sizes.
- Expanded dental and optical benefits for Seafarers and dependents.

- Medical coverage for dependents of SIU members is expanded to provide 100 percent of reasonable and customary charges. This is an increase from the current 80 percent and eliminates the 20 percent co-payment.

- Establishment of an LNG recertification program at the Paul Hall Center.

- Modifications in the shipboard work procedures that add jurisdictional protection while also maintaining strict safety practices.

- Wage increases.

- Assignments for ETC crewmembers will be made on a fleet-wide basis, rotating employment time among all the ETC vessels. This will greatly improve opportunities to ensure that the available seetime is spread out equitably.

The ETC vessels crewed by Seafarers include the *Aquarius*, *Aries*, *Capricorn*, *Gemini*, *Leo*, *Libra*, *Taurus* and *Virgo*.

### Charter Extension Preserves ETC Jobs

The charters for the *LNG Aries* and the *LNG Aquarius* have been extended to the year 2000, it was learned as the *Seafarers LOG* went to press. This will result in the preservation of jobs for SIU members.

The vessels had been scheduled for layup beginning this year. Instead, they will continue transporting cargo between Indonesia and Japan for at least three more years.

## Lundeberg School Training Helps Save Life of Choking Shipmate

AB Arthur Machado has a fellow Seafarer who received first aid training at the Harry Lundeberg School of Seamanship to thank for the continuation of his career as an SIU member.

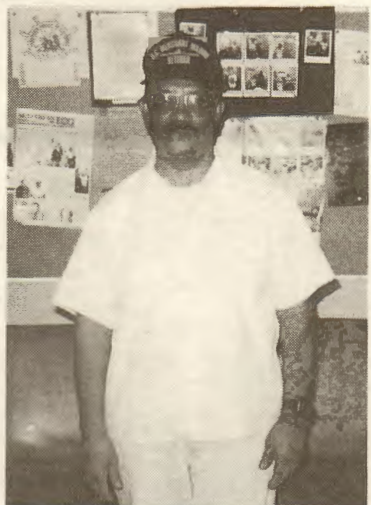
Machado, sailing aboard the *Nuevo San Juan*, was eating lunch on May 28 when he began choking on a piece of meat.

"It was the first time this had ever happened to me," the 55-year-old deck department member recalled. "I couldn't get it out and didn't know what to do."

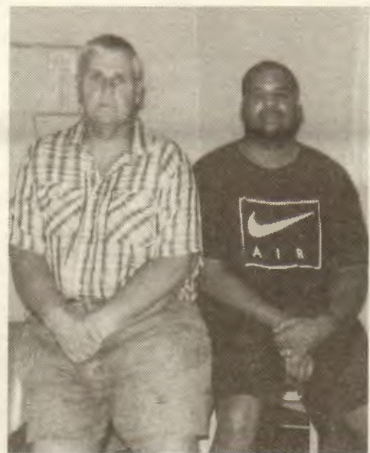
The first crewmember to realize there was a problem was SA Angel L. O'Neill who began hitting Machado on the back to try to dislodge the morsel.

Within a few seconds, OMU Milton Israel came to the AB's aid. Israel got behind Machado and performed the Heimlich maneuver, which quickly removed the food.

"I didn't know what to say to him at the time, except thanks," Machado stated. "He knew just what to do and didn't panic. He told me he learned how to perform



SA Angel L. O'Neill was the first crewmember to offer assistance to Machado.



AB Arthur Machado (left) and OMU Milton Israel pose in the crew lounge shortly after Israel performed the Heimlich maneuver to save Machado from choking.

the maneuver while training at the Lundeberg School."

Because of Israel's quick action, Machado is presently upgrading at the school, taking the Tanker Operation/Safety class. The AB plans to sail many more years beyond the 28 he already has spent

with the SIU.

"I just want Milton and Angel to know how truly appreciative I am that I can continue sailing," Machado concluded. "Their quick, unselfish actions to help a fellow crewmember means a lot."



Senator Hutchison

## Hutchison Takes Helm of Senate Merchant Marine Subcommittee

Kay Bailey Hutchison (R-Texas) is the new chairman of the Senate Surface Transportation and Merchant Marine Subcommittee following the election to Senate majority leader of the previous head of the group.

Hutchison replaces Trent Lott (R-Miss.), who took over as majority leader on June 12 following the resignation of Bob Dole from the Senate. Lott, who will remain on the subcommittee which has jurisdiction on legislation dealing with the U.S.-flag merchant fleet, noted his confidence in Hutchison.

"I am confident that Kay will continue our bipartisan approach to transportation policy," Lott stated. An example of the bipartisan support was seen in August 1995 when the full Senate Commerce, Science and Transportation Committee, of which the subcommittee is a member, unanimously cleared the Senate version of the Maritime Security Act, the 10-year program to help fund militarily useful U.S.-flag ships.

Besides Hutchison and Lott, other members of the subcommittee include Ted Stevens (R-Alaska), Conrad Burns (R-Mont.), Olympia J. Snowe (R-Maine), Bill Frist (R-Tenn.), Spencer Abraham (R-Mich.), Daniel Inouye (D-Hawaii), James Exon (D-Neb.), John Breaux (D-La.), Richard Bryan (D-Nev.) and Ron Wyden (D-Ore.).

## Dredging, Alternative Dump Key to Gov't's NY Port Plan

### Compromise Reached After Years of Work

The Clinton Administration has announced a three-step program designed to keep the Port of New York and New Jersey economically viable and environmentally fit into the 21st century.

The plan follows years of hard work by those in the maritime industries, including shipping, dredging and longshoremen's unions and companies; fishermen; environmental groups and the surrounding communities.

For the longterm, the program calls for the U.S. Army Corps of Engineers to conduct a feasibility study for a new 50-foot deep port capable of handling the full range of world class ships.

The administration is requesting the Department of Transportation to conduct a study on the reasons cargo is being diverted from U.S. East Coast ports. It also is charged with recommending any additional measures needed to make these ports more competitive on the international level.

Besides the studies, there are two immediate goals within the administration proposal.

The first is to close by September 1, 1997 the Mud Dump Site six

miles off the coast of New Jersey to contaminated waste. Until that time, the site will be used for contaminated waste when affected states and ports fail to provide a reasonable alternative for the dredged materials. The site will not increase to an elevation higher than 65 feet below the water's surface.

Second, the administration is committing itself to a series of steps that will speed up the permit process for dredging the Port of New York and New Jersey. This is intended to reduce the costs and uncertainty associated with delays that have been experienced by shipping and dredging companies as well as the harbor pilots and longshoremen whose jobs are directly influenced by the amount of traffic in the harbor.

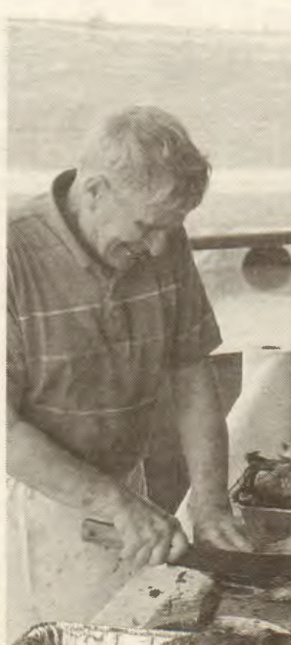
In outlining the program, Vice President Al Gore praised the groups for working for a solution.

"Our willingness to work together in the future will ensure that today is only the first chapter in a long environmental success story," Gore said. "Today's announcement is good for the environment, good for business and good for the region's future."

### Cookin' in Mobile



Retired Seafarers recently enjoyed a barbeque at the SIU hall in Mobile, Ala. Among those in attendance were, from left, George Williamson and Richard Busby; Tony Bourgot, Susan Wilson and W.C. Sellers; Esaw Wright; and Bobby Butts and his wife, Shirley.





# Shughart Moves East For Military Exercises

Deployed on its first assignment, the SIU-crewed *USNS Shughart* is operating out of Newport News, Va., where it is participating in a series of military exercises.

The U.S. Army support ship, operated by the Navy's Military Sealift Command (MSC), recently sailed from San Diego to the East Coast. The vessel also will undergo some minor work at Newport News Shipbuilding.

Earlier this year, the *Shughart* was converted in a San Diego shipyard for operation by Bay Ship Management.

SIU Patrolman John Cox (who provided the photos accompanying this article) met with Seafarers aboard the roll-on/roll-off vessel (RO/RO) last month, before it sailed from the West Coast. "The ship is absolutely humongous. You can get lost walking from the forward hatch to the galley," Cox said of the *Shughart*, which is more than 900 feet long and has approximately 320,000 square feet of cargo space.

"It's a good crew, mostly out of the Wilmington (Calif.) area," he added.

The *Shughart* is the first of five SIU-crewed former Danish-flag Maersk containerships to be converted this year for deployment by MSC and operation by Bay Ship. The conversions include fitting the ships with cranes and RO/RO decks so that they can transport tanks,

trucks and other vehicles as well as containers loaded with supplies.

Still being refitted are the *USNS Gordon* and *USNS Gilliland* in Newport News and the *USNS Yano* and *USNS Soderman* at National Steel and Shipbuilding Co. (NASSCO) in San Diego. The *Gordon* is scheduled for delivery next month.

Each of the prepositioning ships is being named after an Army Medal of Honor recipient.

## Exercised Scheduled

The *Shughart* later this year will take part in cargo-loading exercises in Charleston, S.C. Early in 1997, the vessel will be stationed in the Western Pacific.

Besides 50-ton cranes and a portable ramp that attaches to the ship for RO/RO operations, the *Shughart* features a computer system from which crewmembers can open and close watertight doors, open valves and perform ballasting.

Seafarers have been working aboard the *Shughart* since January. Before final sea trials were complete, the SIU members finished thorough training provided by the Navy in order to ensure proficient operation of the vessel.

The *Shughart* is named after the late Army Sgt. 1st Class Randall D. Shughart for his protection of a critically wounded helicopter crew in Somalia in October 1993.



Ready to sail aboard the prepositioning ship are (from left) Bosun Robert Walker, AB Allen Runnion, OS Linn Bostick, OS Jason Smith, Captain Cornelius Spillane, AB Eddie Ponteres, Steward/Baker Toyo Gonzales, AB Domingo Gordian, Chief Cook Elmo Malacas and AB Don White.



Standing at the wheel of the *Shughart* is AB Ray Vicari.



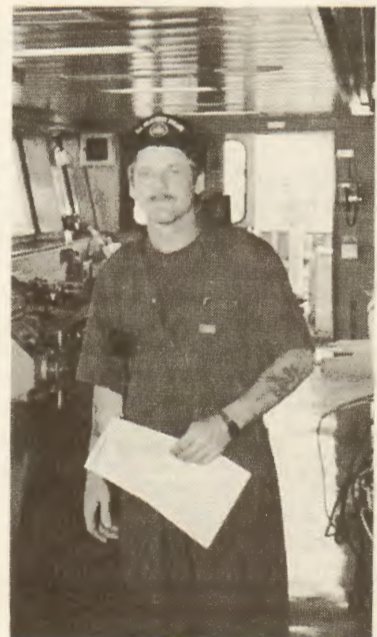
Conferring next to a diesel engine aboard the *Shughart* are QMED Robert Dupaya (left) and Bosun Robert Walker.



Hard at work in the galley are Steward/Baker Toyo Gonzalez (left) and Chief Cook Elmo Malacas.



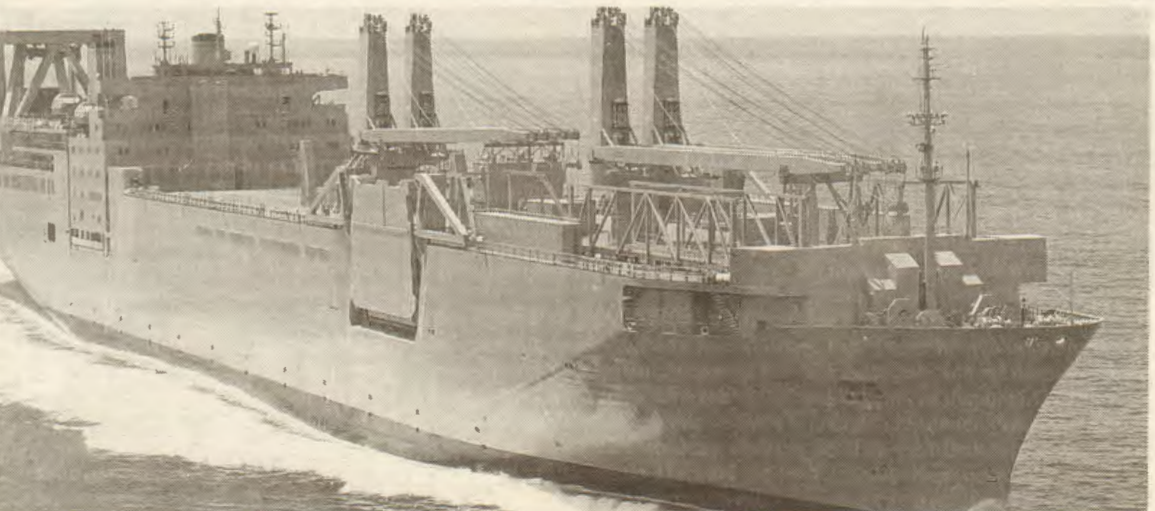
Enjoying a short break on deck are (from left) GSU Ali Nasser, Wiper William Harris and Chief Electrician Robert Whitaker.



Bosun Robert Walker brings some paperwork to the wheelhouse.



OS Jason Smith helps prepare the massive vessel for sailing.



The SIU-crewed *USNS Shughart* is 900 feet-plus in length and has about 320,000 square feet of cargo space.



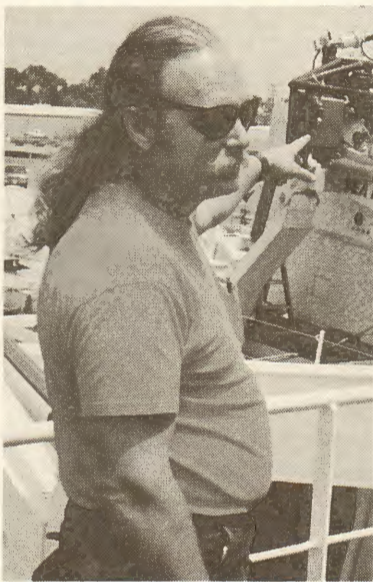


Several types of fiber-optic splices, shown above, are performed by Seafarers such as AB Splicer/Joiner Lyle Davis.



Wilmington, Calif. Port Agent George Tricker (standing) reviews highlights of a five-year contract between the SIU and Transoceanic Cable Ship Company with crewmembers aboard the *Global Sentinel*.

## Global Sentinel Completes Voting; Five-Year Cable Ship Pact Ratified



Bosun Carl Davis points to the machine that is lowered to the ocean floor to bury cable in shallow water and anchorage areas.

Seafarers aboard the *Global Sentinel* last month unanimously voted in favor of a new five-year contract that increases wages and benefits for crews of vessels operated by Transoceanic Cable Ship Company.

The *Global Sentinel* was the fifth and final ship to vote on the agreement, which retroactively went into effect July 1.

Altogether, 99 percent of the votes cast aboard the *Global Sentinel*, *Global Link*, *Long Lines*, *Charles L. Brown* and *Global Mariner* were in favor of the contract. Four of the vessels voted unanimously.

In addition to increasing wages and benefits for Seafarers, the contract also calls for greater medical coverage for members' dependents. For example, both SIU members and their depend-

ents will receive increased dental and optical benefits, and there no longer will be a co-payment on reasonable and customary charges for dependent care.

SIU members who sail on the cable ships also will receive, at no cost, a new annuity savings plan and an increase in the overtime rate. The savings plan, known as the Seafarers Money Purchase Plan Benefit, essentially is a savings account for individual SIU members that has no vesting requirements and is funded by contributions from the company.

The *Global Sentinel* voting took place July 10 near Wilmington, Calif. "The members were very pleased with the contract, as the vote reflects," noted Wilmington Port Agent George Tricker.

## Labor Briefs

### Sweatshops Continue To Make the News

Much publicity has been given in recent months about celebrity endorsements of clothing apparel which is manufactured in sweatshops, both in the United States and abroad, and of the use of child labor. Another facet of the garment industry is now in the news—that of clothing trademark law violations.

A recent investigation within New York City into counterfeit designer clothing, sunglasses and watches has led to the discovery of sweltering sweatshops (approaching 90 degrees) where teenagers worked 70-hour weeks for \$2.85 an hour (more than a dollar less than minimum wage) and under hazardous conditions (where flammable liquids were stored near garments).

Following a raid on two of the factories involved, six men were arrested on charges of violating trademark laws. Hundreds of thousands of dollars worth of goods—everything from T-shirts, sweatshirts and jeans to sunglasses, baseball caps and watches—were seized. The confiscated goods carried such labels as Disney, Guess, Tommy Hilfiger, DKNY, Calvin Klein, Nike, Polo and Warner Brothers.

Apart from the loss of tax revenue to New York City, the counterfeit goods also represent a danger to buyers of the items; for example, sunglasses which are falsely labeled to indicate they filter out harmful rays and clothing materials which may be flammable.

### Striking Newspaper Workers Remain Resolute After One Year

It has been one year since 2,600 workers engaged in a bitter strike against the *Detroit Free Press* and the *Detroit News*, but union solidarity for their cause remains strong.

Seafarers have been a source of unwavering support to the employees of the *News* and *Free Press* who have been involved in an exceptionally contentious strike since July 13, 1995, after negotiations failed to produce a new agreement. (The Gannett Corp. owns the afternoon *Detroit News* while the morning *Detroit Free Press* is owned by Knight-Ridder.) The striking newspaper workers have been publishing a weekly paper, *The Detroit Sunday Journal*, while management and scabs imported from other papers are producing the two dailies.

Other unions are joining in the fray. Most recently, the Geneva, Switzerland-based Postal, Telegraph and Telephone International has urged its 223 affiliated unions (representing 4.6 million telecommunications and postal workers in 117 countries) to support the AFL-CIO's "don't buy, don't advertise" campaign against *USA Today* (the flagship newspaper of Gannett Corp.). *USA Today* publishes European and Asian editions that are sold and frequently offered free by hotels and airlines.

### U.S. Trade Deficit Increases in May

The U.S. continued to import more than it exported in May 1996, the U.S. Department of Commerce recently announced. The export of goods increased from the previous month to \$51.3 billion while imports increased to \$68.2 billion.

Since 1991, the U.S. trade deficit has continued to increase from \$67 billion to a projected \$170 billion estimated for 1996.

Trading with China has put the U.S. balance of trade in the red. The cumulative goods deficit with China jumped 7.3 percent as compared with the same period last year.

Mark Anderson, director of the AFL-CIO Task Force on Trade, noted, "The U.S. trade deficit continues to expand despite the fact that unit labor costs continue to decline relative to most of our trading partners. It is clear that lower wages are not the way to improve the international trade position of the United States."

## Global Mariner Inspects Cable At TWA Crash Site

Seafarers may have noticed the SIU-crewed cable ship *Global Mariner* in television news footage taken near the site of the tragic crash last month of Trans World Airlines (TWA) Flight 800 off the coast of Long Island, N.Y.

According to AT&T, parent company of Transoceanic Cable Ship Company, which operates the *Global Mariner* and four other SIU-crewed cable ships, the vessel sailed to Long Island to examine a cable interlink "due to its close proximity to the

impact site of TWA Flight 800. Its mission is to inspect and to safeguard the TAT12/13 cable on behalf of the owners, as part of SSI's (AT&T Submarine Systems, Inc.) Cable Protection and Maintenance agreement."

The cable is buried 18 inches below the ocean floor and runs directly through the 5-mile search and retrieval area around the TWA crash site, according to AT&T.

The *Global Mariner* is equipped with a remotely operated submersible vehicle that can locate, inspect, track, repair and bury cable systems.

All 230 people aboard the TWA flight perished when the plane, a Paris-bound Boeing 747, exploded and plunged into the Atlantic Ocean on July 17, shortly after taking off from John F. Kennedy International Airport. At press time, the cause of the explosion had not been determined.

### N.Y. Congressmen Pledge to Support Jones Act



The importance of keeping the Jones Act strong was the focus of a recent meeting of the Long Island (N.Y.) Federation of Labor, chaired by its president and SIU Vice President Atlantic Coast Jack Caffey (third from right). Included in the more than 600 attendees were New York congressmen (from left) Dan Frisa, Rick Lazio, Mike Forbes, Gary Ackerman and Peter King.



# Shanghai Visit Proves Worthwhile for ABs

## Seafarers from Sea-Land Endurance Sample Chinese Culture

ABs Ed Lusk and Mark Stevens recently sampled the culture of Shanghai while their containership, the *Sea-Land Endurance*, was berthed at China's largest city.

"One is normally exhausted by the time the ship is docked, but if you can find enough energy, it's worth going ashore," noted Stevens, a 15-year SIU member from Long Beach, Calif. who provided the photos accompanying this article. "The museums have priceless artifacts and national treasures, and there are just so many places of historical value to visit in this world-famous city."

Stevens noted that the *Endurance* is one of a few D-9s based in Long Beach and Oakland, Calif. that now makes Shanghai one of its regular ports of call. Each voyage lasts 42

days and includes other Far East ports such as Hong Kong, Pusan, Okinawa and Yokohama.

"Transit time in Shanghai, from arrival to dock-side, is about nine hours and is heavily congested with fishing boats, sampans, barges and ocean-going tankers and freighters," observed Stevens.

He and Lusk utilized a ship-to-town shuttle van provided by the company and, once ashore, they were surprised at the low cost of food, clothing and cab fare. "It was unreal," Stevens said.

The ABs made the most of their time in the city, which has a population greater than 10 million. They toured museums and a luxury hotel, visited a shooting range (known as a rifle, pistol and machine-gun

club, with AK-47s available for rent on the premises), witnessed a free fashion show and sampled the local cuisine, among other activities.

Interestingly, the language barrier did not particularly hamper the Seafarers in their brief travels ashore. "You try to learn what little you can of their language, and you also use a phrase-book, drawings and gestures. It isn't that hard," recalled the 34-year-old Stevens.

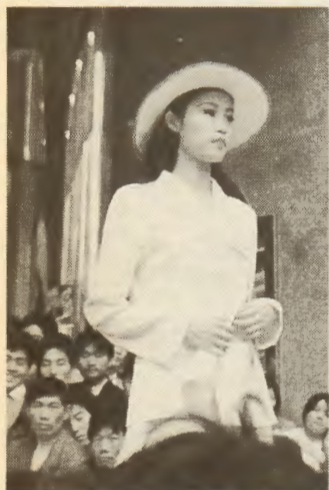
The AB added that Lusk and he also helped some of the Chinese practice their English. "They have what they call 'English corners,' where as many as 20 people might be practicing the language. If they see an American, they want you to help, so you don't remain a part of the audience for very long," explained Stevens, who also has visited El Salvador, Nicaragua, India, Bangladesh and many other foreign countries during his Seafaring career.

He summed up the unofficial tour of Shanghai when he said, "You feel fairly free to walk the streets and talk to people. Overall, you don't feel too hampered by their communism.

"I contacted the *Seafarers LOG* about this just to share the experience with my fellow SIU brothers and sisters. To them I say, if you get a chance to visit Shanghai, have fun—and do keep your wallet in your front pocket!"



ABs Ed Lusk (left) and Mark Stevens join other visitors on a tour of the former Cathay Hotel in Shanghai. "The piano lounge was closed, but the tour guide took us through to see the decor," noted Stevens, who has been an SIU member for 15 years.



Photos above show some of the sights taken in by the ABs: A free fashion show outside a department store, a shooting range and a curbside market.



These buildings, across from the waterfront, were built around 1920.

### Seattle Hall Relocates in October

The Seattle SIU hall will be moving to Tacoma, Wash. and is scheduled to begin operations there on October 14.

The new hall will be located at 3411 South Union Street. Directions to the hall follow:

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

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

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

OR

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

### STCW Certificate Reminder

All ABs, pumpmen, tankermen assistants and any other ratings holding lifeboat tickets who sail in international waters must possess a supplementary form of shipboard identification, known as an STCW certificate, by October 1.

The deadline is earlier for deck department Seafarers joining LNG vessels; those mariners now must have the STCW certificate in their possession when signing on the LNG ships, in order to comply with an international treaty.

Additionally, engine department members with watchstanding ratings will need the STCW identification by February 1997.

For more information on acquiring the certificate, Seafarers should contact their port agent or the Coast Guard Regional Exam Center (REC) nearest their home port. Or, they may call the Paul Hall Center at (301) 994-0010, extension 5270.

Also, ABs and pumpmen who sail tankers now need a tanker assistant endorsement. It is not necessary to go to an REC to get this rating, but they must keep in their possession (while aboard ship) discharges or a letter proving at least 30 days' seetime aboard tankers during the last five years. They then will be considered "grandfathered" for the endorsement.

## Great Lakes Seafarer Publishes Book of Poetry and Sea Lore

### Fit Out

*Spring is in the air  
The ice starts to melt  
There's cargo to move  
From Detroit to Green Bay  
Chicago to Cleveland.*

*All around the world today  
Ships lay in waiting  
Their crew will make them move  
And breathe with life again.*

*The crew returns rested and ready,  
Now fit out will begin  
Everyone has new stories to tell  
Of their winters with family  
Loved ones and friends  
All the stored gear is put in place  
Uncovered and readied  
Painting, fixing, cleaning begin  
Until the ship is ready  
To set sail once again  
Into a new season at sea.*

The above poem by Great Lakes Division member, AB Michael Cushman, is just one of more than 50 poems in his new book, *Ships & Sailing*, that help detail the 1980 Lundeberg School graduate's years of sailing aboard SIU-crewed tankers, bulk carriers, roll-on/roll-off vessels, containerships and tugs.

Filled with original poetry, folklore and maritime expressions, Cushman's book provides a rare insight

into the life of a Seafarer who has traveled to more than 15 different countries during his SIU career which spans both deep sea and Great Lakes divisions.

The publication also includes art work and comics designed by AB Alex Damer, who sails with Cushman aboard the *Medusa Challenger*, a Great Lakes cement carrier.

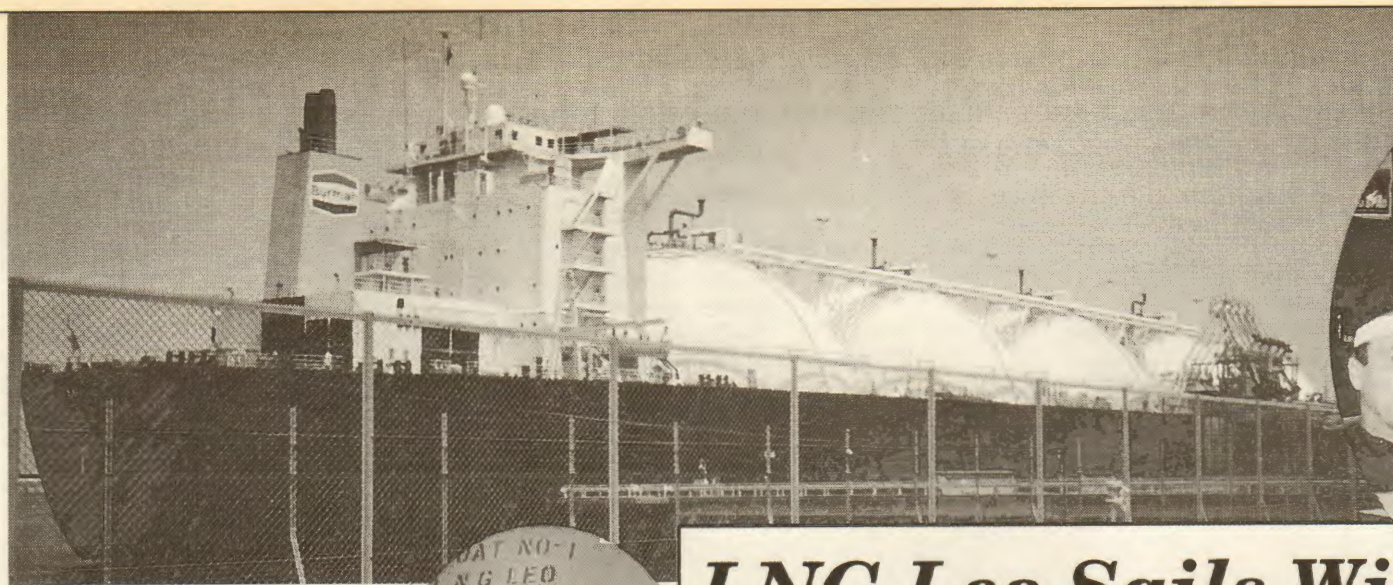
Cushman has an extensive collection of poetry he has written over the years while aboard various SIU-contracted vessels. His poetry, which has appeared frequently in the *Seafarers LOG*, reflects his love of the sea, his compassion for sailors of the world, and the effect sailing has had on his own life.

The book touches on such heart-felt topics as the birth of a first child, leaving loved ones to go out to sea, returning home after six-months of being aboard ship and the change of seasons on the oceans. Cushman also lists numerous superstitions and beliefs held by mariners.

For example, Cushman noted that on the Great Lakes, a ship will not begin a new sailing season on a Friday. As passed down from one generation of seamen to another, many lakers beginning their sailing season on a Friday have been lost at sea. Therefore, sailing schedules are always altered to ensure that no Great Lakes vessel starts its season on a Friday.

Those interested in receiving a signed paperback edition of *Ships & Sailing* by Michael Cushman may send \$3.00 plus \$1.00 for shipping and handling to Cushman Publishing, P.O. Box 441, Charlevoix, Mich. 49720.





## LNG Leo Sails With Lion-Like Swiftness

### Quick Turnarounds Characterize Trips Between Indonesia, Japan

Sailing aboard the SIU-crewed *LNG Leo* means maintaining a quick pace and busy schedule as the vessel transports cargo between ports in Indonesia and Japan.

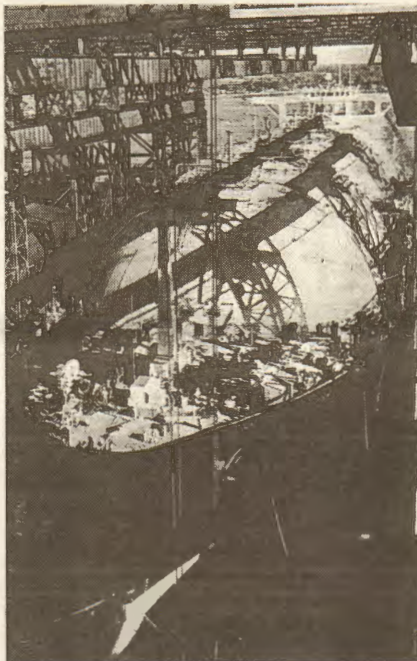
Like its sister ships in New York-based Energy Transportation Corp.'s (ETC) fleet of Seafarers-crewed LNG vessels, the *Leo* loads liquefied natural gas and discharges it at points in Japan. Each leg of the voyage takes about five days, including 12 hours each for loading and discharging. Each ship has a cargo capacity of 125,000 cubic meters of liquefied natural gas.

"The crew of the *LNG Leo* is very hard-working and efficient. They really do make a quick turnaround," said SIU Assistant Vice President Bob Hall, who recently met with Seafarers aboard the ship in Osaka, Japan. "They're also very cognizant of safety issues, which is particularly important since they transport such potentially volatile cargo."

#### Informative Meeting

Bosun Jack Davis described the shipboard meeting as "informative and well-conducted." AB George Darley said the session "was well-received and appreciated by the crew." He also thanked Hall for quickly settling a beef.

Built at the General Dynamics Shipyard in Quincy, Mass. in 1978, the *Leo* is 936 feet long and 143 feet wide. The vessel has a double-bottom hull along with five large, spherical cargo tanks that store liquefied natural gas at 265 degrees below zero (Fahrenheit).

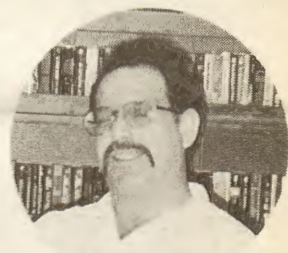


This reproduction from the November 1978 issue of the Seafarers LOG shows the *LNG Leo* prior to being launched from the shipyard in Quincy, Mass.

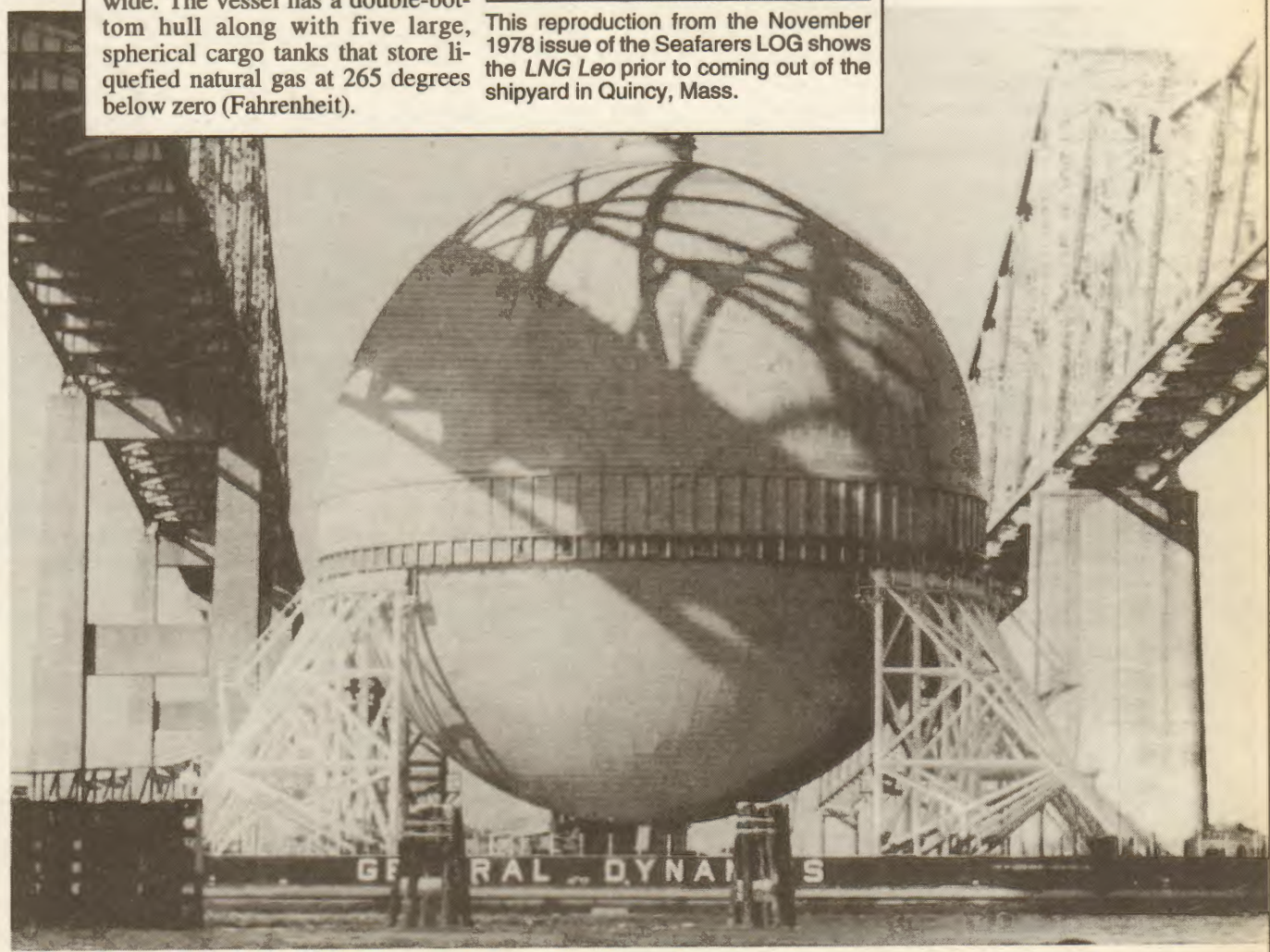
Awaiting the start of the shipboard meeting are (from left) QMED Larry Pittman, DEU Muharam Husin and Chief Steward Ron Aubuchon.



Chief Cook Amy Rippel helps ensure the *LNG Leo* is a good feeder.



Chief Steward Ron Aubuchon and the rest of the galley gang recently received a vote of thanks from fellow crewmembers.



This photo from the late 1970s shows one of the *LNG Leo*'s spherical cargo tanks en route from Charleston, S.C. to the General Dynamics Shipyard in Quincy, Mass.

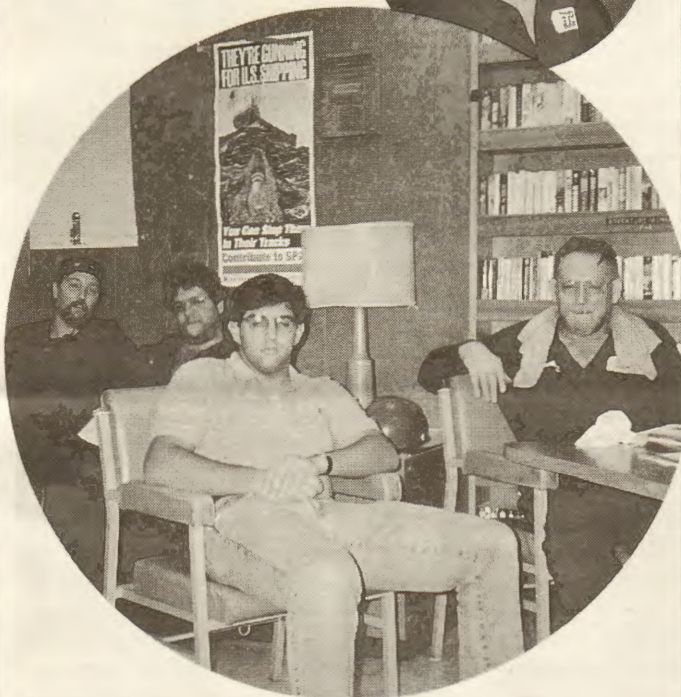


AB George Owen III heads for the deck of the *LNG Leo*.

BOAT NO. 1  
LNG LEO  
WILMINGTON, DEL.  
548 CU.FT.  
CAP. 38 PERSONS



AB George Darley reviews some paperwork aboard the *LNG Leo*.



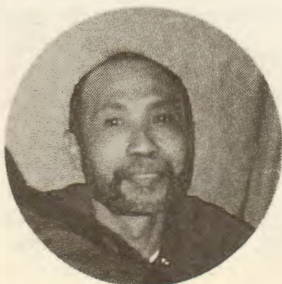
Ready for a union meeting aboard the ship in Osaka, Japan are (from left) QMED Jeff Yarmola, AB George Owen III, AB Darren Collins and QMED Gerald Yore.



Bosun Jack Davis catches up on the latest union news.



Taking a brief break in the crew lounge is QMED Larry Pittman.



DEU Muharam Husin is part of the crew aboard the *LNG Leo*.



# Oceanographic Surveys Keep USNS Silas Bent Underway

While most vessels crewed by SIU members sail across the seas to pick up and deliver cargo, the *USNS Silas Bent* is one which does not fit this description.

Rather, the *USNS Silas Bent* is an oceanographic survey ship which, since the beginning of the year, has completed seven major surveys in the Sea of Japan, the East China Sea and the Yellow Sea.

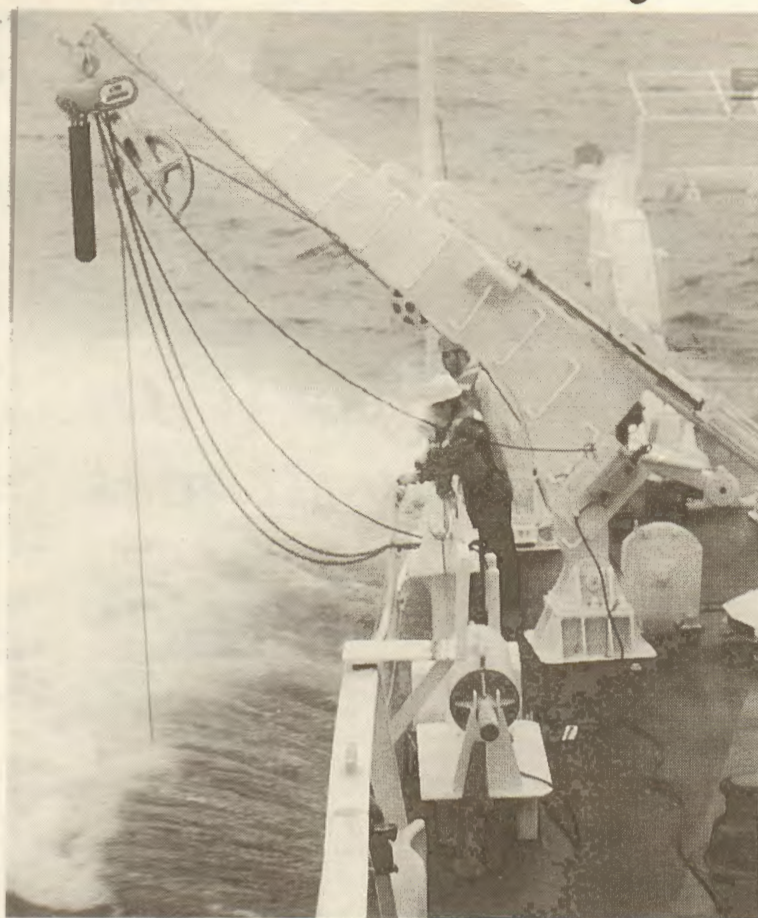
The 287-foot, 2,600-ton ship is owned by the U.S. Navy's Military Sealift Command (MSC) and operated by Dyn Marine Services of Virginia (which recently entered into a collective bargaining agreement with the SIU).

Fred Smallwood, the captain aboard the *USNS Silas Bent*, supplied the *Seafarers LOG* with information about the vessel and its crew, and included the photographs appearing with this article.

According to Smallwood, the beginning of 1996 found the oceanographic vessel in her overseas homeport of Sasebo, Japan, following a three-week transit from San Diego. After a brief period of maintenance in Japan, the ship then sailed for survey operations in the East China Sea and has been hard at work ever since.

Various types of surveys, involving the launching and recovery of oceanographic equipment, have been conducted aboard ship while underway. One facet of the shipboard scientists' studies involves bioluminescence (microorganisms in the water that glow when something—a ship, for example—disturbs them). During one such survey in the Yellow Sea, *Silas Bent* mariners were treated to displays of bioluminescence "so vivid that the greenish light came through portholes and could be seen reflecting from bulkheads and overheads inside the ship," Smallwood wrote.

A major shipboard effort in April and May was dedicated to preparing the *Silas Bent* for a joint U.S./Russian survey. Captain Smallwood indicated that the operation was to take place in the Sea of Ohkotsk in May and June, and that all crewmembers worked extremely hard in preparing their ship for this high



Second Mate Patrick Murray and OS Rodel Data assist with oceanographic studies aboard the *USNS Silas Bent* in the Yellow Sea.

visibility exercise. Unfortunately, "political difficulties" (Capt. Smallwood's words) resulted in the eventual indefinite postponement of the survey. Nevertheless, the hard work of the Seafarers was recognized in laudatory messages received from the commanders of the MSC and the Naval Meteorological Command.

"Your initiatives and hard work in preparing for the survey were outstanding and are very much appreciated," MSC Admiral Phillip Quast wrote in a message to the crew. "While I regret that the survey has been delayed, it was reassuring to know the *Silas Bent* was well prepared in all respects."

His sentiments were echoed by Rear Admiral Paul Gaffney II, head of the Naval Meteorology Command. "Zero eight for all the hard work in preparations for the Russian survey," he wrote. "As you know, much to my regret, it has been delayed indefinitely. Rest assured though, that all your efforts have not been in vain nor unnoticed. The updates and

status reports I received regarding your preps provided me with a great measure of confidence in your ability to conduct this high visibility operation. Again, my personal thanks to each of you."

Smallwood noted that Lead AB Richard "Bear" Mitchell and the deck department had "devoted countless extra hours to exterior hull preservation, repainting virtually the entire ship. Chief Cook Jeanette Ball's steward department brought sparkle to the mess areas, planned special menus and obtained fine china, silver and glassware from Sasebo clubs for use during two gala meals to have been held onboard for high ranking U.S. and Russian dignitaries." He added that QMED Rich Larsen and the rest of the engine department "had their spaces ready for inspection and made sure the engineering plant and mission-essential deck equipment was in the best of repair for the joint survey."

While the entire crew worked extremely hard in preparing for the survey and was appropriately disappointed in its postponement, Smallwood included noteworthy comments from two crewmembers. Oiler Paul Curtis said, "I was asked by the captain to help, since I speak some Russian. I was really looking forward to helping." GVA (General Vessel Assistant, which can work in all three unlicensed departments) Joanne Sykes perhaps best put the entire crew's feelings into words when she said, "While we're sorry the Russian operation has been postponed, we have all worked extremely hard and can be proud of ourselves and our ship. We were ready to do the job with professionalism and class."

Following postponement of the joint survey, the *USNS Silas Bent* continued with its regular duties and ended the first half of 1996 with a remarkable 29 continuous days at sea.



In the East China Sea, Seafarers recover current meter arrays which are used to conduct oceanographic surveys.

## Maritime Briefs

### Coast Guard Publishes Rule Regarding Navigation Safety Equipment

To help mariners piloting a towing vessel safely navigate the waters being transited and to prevent another catastrophic incident like the 1993 collision of a towing vessel and its barges with a railroad bridge near Mobile, Ala., the Coast Guard published its final rule in the July 3 *Federal Register* requiring certain towing vessels to carry and properly use navigational safety equipment.

Effective August 2, 1996, the new regulation will require towing vessels of 12 meters or more in length which operate in the navigable waters of the United States (other than the St. Lawrence Seaway) to carry and properly use navigation safety equipment. This includes radar, searchlights, radios, compasses, swing-meters, echo depth-sounding devices, electronic position-fixing devices, marine charts or maps, and other necessary publications. The rule also requires that towlines, towing gear and terminal gear be maintained, inspected and serviced regularly.

The final rule complements other regulatory efforts which concentrate on reporting casualties, licensing towing vessel operators and training mariners in the use of radar. Towing safety requirements also are a part of S.1730, the Oil Spill Prevention and Response Act of 1996.



### Crowley Companies Enter Computerized Age

Crowley Maritime Corp. and its two operating subsidiaries, Crowley American Transport, Inc. and Crowley Marine Services, Inc. are now providing information to their customers via their own worldwide web site.

From anywhere in the world and at any time of the day or night, anyone interested in general information and historical highlights about Crowley Maritime Corp. can find it on the Internet at address <http://www.crowley.com>. Included on the web page are photos, sailing schedules, worldwide office locations, equipment specifications and news releases.

For best results, it is suggested that viewers use the browser program Netscape 1.1 or higher and have a minimum modem speed of 14,400 bps.

"As more customers acquire access to the Internet and begin using it for business, Crowley will look at ways to expand the site and offer additional features," said Dick Simpson, Crowley Maritime Corp. Vice President of Public Relations, who oversaw its development. "We believe the medium works well for the transportation industry because it offers customers a means to access up-to-date sailing schedules and to book and track cargo."

In addition to Crowley's worldwide web site, Crowley American Transport is now providing sailing schedule information via a fax service.

Customers may dial 1-800-650-9240 and select the schedule they wish to receive from an automated voice menu. Within minutes of entering their fax numbers, the schedule is sent to them from Crowley's Miami-based fax service. At present, schedules are updated prior to each month. More frequent updates, as often as daily or weekly, are planned for the future.

Oakland-based Crowley Maritime Corp., founded in 1892, is primarily a family- and employee-owned company in marine transportation and related services. The corporation, with more than 100 offices in major ports and cities around the world, has two operating subsidiaries. Crowley American Transport, headquartered in Jacksonville, Fla., provides liner services between Canada, the United States and the Caribbean, Central and South America. Crowley Marine Services, headquartered in Seattle, Wash., provides worldwide vessel contract and related services.



### Seafarers-Crewed Osprey Ships Receive Safety Certification

Fully two years before the mandatory compliance date of July 1998 for adhering to certain international safety standards, American Automar's Seafarers-crewed *American Cormorant*, a semi-submersible heavylift vessel, and *American Merlin*, a breakbulk roll-on/roll-off vessel, have achieved that accreditation already.

Similar certification was received by Osprey-Acomarit Ship Management, Inc., the Bethesda, Md.-based ship manager.

Osprey-Acomarit, a joint venture of U.S. shipowner American Automar, Inc. and the international ship management and consultancy group Acomarit, has become one of the first U.S.-based ship managers to attain this accreditation.

According to the International Association of Classification Societies (IACS), some 25,000 ships and 7,000 companies will need to achieve the certification by the initial July 1998 deadline. An additional 55,000 vessels will need to comply by the year 2002.

Implementation of the code has been welcomed by the SIU and other maritime organizations as an excellent tool in promoting safety of the crew, integrity of the vessel and protection of the environment.





Cabin Attendant Michael Briscoe helps set up the fruit and salad bar in the dining area aboard the *Independence*.

BELOW: After completing an ice sculpture for the salad bar, Garde Manger Wei Dong Yin (right) poses for a photo with Cabin Attendant Charles Washington.



BELOW: Cabin Attendants Gerry Bareng (left) and Napoleon Nazareno are ready for another busy day of catering to passengers' needs.



Preparing a variety of items for the evening salad bar are galley gang members (from left) Second Cook/Pantry Leonida Peligrino, Utility Else David, GU Food Porter Edgardo Colon, First Cook/Pantry Helen Parel and Utility Joel Ramos.



## Independence Galley Crew Maintains High Level of Excellence

RIGHT: Preparing gourmet meals aboard the *Independence* is part of a regular day for Executive Chef Stafford Decambra (left) and Second Cook Daniel Idos.



Utility Erni Lizada (left) and Utility Eli Siluano note that friendships among steward department members help make work more enjoyable aboard ship.



Delicious entrees are prepared in the galley by steward department members (from left) Chief Cook Hussein Elemery, Second Cook Barbara Henshaw and Second Cook Jaime Austria.

Looking for ways galley gang members can improve their already well-known hospitality and food was the mission of Allan Sherwin when he spent three days aboard the *SS Independence*, an American Hawaii Cruises passenger vessel, in May.

Sherwin serves as the executive chef and director of culinary education at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

"The purpose of my visit to the ship was to observe steward department procedures and recommend training if necessary," Sherwin told a reporter for the *Seafarers LOG*.

In his first visit to the *Independence*, Sherwin identified areas in which additional training could be implemented in order to improve services provided by SIU members in the steward department.

Sherwin noted he is willing to work with American Hawaii Cruises and the union to design special classes for crewmembers in areas of sanitation and basic customer service skills. "I believe that classes in such areas would serve to improve the already superior service provided by Seafarers aboard the *Independence*," Sherwin noted.

"The ship has an outstanding passenger rate with a satisfaction index in the dining room of 85 percent. In addition, the latest FDA sanitation inspection of the galley was 100 percent, with a superior rating for the rest of the vessel," stated Sherwin, who provided the photos on this page.

The culinary director noted that he discovered the *Independence* is consistently booked to capacity and that an average of 10 percent of the passengers have previously sailed aboard the cruise ship.

"A well motivated, skilled staff is an asset to any organization, and that's exactly what I saw in the galley gang on the *Independence*," added Sherwin. "It is the intention of the Lundeberg School and the SIU to continue the most efficient, up-to-date culinary training to keep American Hawaii Cruises staffed with the best-trained Seafarers in the world."

The vessel usually operates on a seven-day schedule around the Hawaiian Islands, making a complete trip once a week. Known among Seafarers as the "Great White Ship," in part because of the clean white exterior maintained by SIU deck department members, the vessel is renowned among passengers for excellent entertainment, food and itineraries in the islands.



Preparing a tray of pastries for lunch are Third Cook/Baker Silverino Estigoy, Second Cook Jose Castillo and Second Cook/Baker Benjamin Ines.



Following an end to another busy dinner shift aboard the *Independence*, steward department members pose for a photo. They are, from left, GU Crew Galley Ahmed Mussa, First Cook Marwan Iesh, Second Cook/Vegetable Reynito Figueroa and Utility Saeed Shaibi.



# The Shameful Case of the *Pride of Donegal*

## 8-Month Ordeal Spotlights Pitfalls of Runaway-Flag Shipping

**P**erhaps the most sickening aspect of the eight-month ordeal endured by the multinational crew of the Liberian-flag *Pride of Donegal* is that, in the cutthroat world of runaway-flag shipping and open registries, such incidents take place all the time, all over the world.

In this case, the crew begged the shipowner to permit badly needed engine repairs. Shortly after the company refused, the ship broke down in the Atlantic Ocean more than 500 miles off the coast of Norfolk, Va., where it was caught for a week in a severe storm. It is quite possible that only the heavy weight of the vessel's cargo (machinery for an auto plant in Bombay) kept it from being overturned.

For the 28 Pakistani and Indian crewmembers, the storm only marked the beginning of a long, complicated saga. After the ship was towed to Norfolk for repairs, the crew was stranded there for six months as a series of creditors went after Empire Shipping (ostensibly of Liberia, but actually based both in Panama and the United States). For most of that time, the crew literally was stuck

on the ship, set at an offshore anchorage after initial repairs in Norfolk. They went more than eight months without pay and had virtually no contact with their families. For three months, they survived on only soup and bread.

The lone bright spot may have been the intervention of the International Transport Workers Federation (ITF), which ultimately helped the men secure \$200,000 in back wages and another \$75,000 in repatriation expenses.

But as Edd Morris, one of the SIU's ITF inspectors, noted, the near-sinking and subsequent abandonment would have been avoided if not for the reckless actions of the scoundrels who controlled the *Pride of Donegal*. "This was caused by a very greedy and mean-spirited company," said Morris, who worked closely with the crew.

The following look back at the tribulations of the mariners spotlights why the ITF devotes so many resources toward ending the worldwide flag-of-convenience scam.

### Runaway from the Start

The *Pride of Donegal* has undergone a half-dozen name changes since it was

built in 1982. But the general cargo ship was a runaway from day one, when it was owned by Barnard Shipping of Chile, managed by a Panamanian agent and flew the flag of Togo, a small African nation near Liberia. Altogether, the ship has had five different owners and has flown the flags of three nations (Liberia, Togo and Panama).

This scheme of involving multiple parties from runaway-flag nations in the operation of vessels is the norm for flag-of-convenience registers. About 50 years ago, U.S. maritime unions dubbed them runaway registers, or runaway flags, because of their use as a device for shipowners to pay a nominal fee to the government of a non-maritime nation seeking to raise revenue. The shipowners then escaped from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages.

That escape largely is executed by passing the buck—insulating themselves with often unscrupulous managers and registries, and making it difficult for authorities to hold the shipowners accountable for mistreating crews and operating unsafe ships.

When such conditions are discovered, who is responsible? That usually is not an easy question to answer, even for lawyers, government agencies and other professionals who have the resources to investigate such matters. Tracking down the culprits alone is time-consuming; forcing them to follow the rules is even tougher.

"There were so many different groups involved with the *Pride of Donegal*, it was very hard for the courts and everyone else to figure out who the players were," acknowledged Benjamin Mason, the attorney who represented the crew. "It was very difficult and it took a lot of time, to say the least." (The company never filed for bankruptcy. It simply abandoned the crew and ship and stopped paying its bills.)

For example, after a Norfolk judge ordered the *Pride of Donegal* to be sold at auction, a newspaper account described this scene where the ship's creditors met: "At a hearing Tuesday in U.S. District Court, the counsel tables were overflowing with lawyers representing the bank [which bought back the ship], the crew and a host of other claimants. There seemed to be little disagreement that getting the crew paid should be the first priority. The devil, as they say, is in the details.

"Don't you think it would be to everybody's advantage to get them headed home," Judge John A. MacKenzie asked at one point.

"Yes, said David K. Sutelan, a Norfolk lawyer who represents the bank. 'But,' he added, 'it's not a simple proposition.'" He apparently was referring to the difficulties involved in locating the responsible parties.

And indeed, the mariners were stuck in Norfolk for a full month after the auction, bringing their total time there to more than six months.

### Pleas Ignored

Near the end of last year, several months after the *Pride of Donegal* was purchased by Empire Shipping from Santa Naviera of Peru, the vessel reportedly slipped out of Canada without receiving the repairs that had been ordered by the Canadian Coast Guard. The ship reportedly was one of the last to leave the Great Lakes at the end of the season; it was stuck for a while in a frozen lock.



Bidders, media members, creditors and other court officials gathered in U.S. District Court in Norfolk, Va. where the runaway ship was sold.



Crewmembers, attorneys (wearing suits) and others gathered to receive their secure back pay and transportation home for the crew.



LAWRENCE JACKSON/The Virginian-Pilot

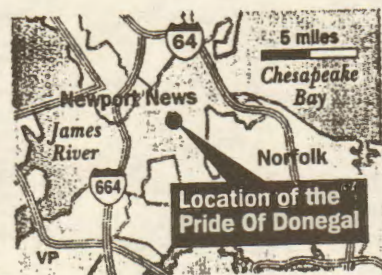
## Legal, mechanical troubles strand hapless crew on ship

BY BILL SIZEMORE  
STAFF WRITER

NORFOLK — It's named the *Pride of Donegal*, but its disheartened crewmen have nicknamed it the Alcatraz.

The Liberian-registered freighter sailed from Canada in December, bound for Bombay with a load of heavy machinery. Hampton Roads wasn't even on the itinerary. But engine troubles in the Atlantic sent it limping into port here in mid-January, and here it sits today — anchored off the Norfolk Naval Base and awaiting a court-ordered auction.

For the ship's 28 Pakistani and Indian crewmen, it's been the voyage to nowhere. The lifeboats are inoperable, a water



\$150 each way, and the crewmen haven't seen a paycheck in six months. So they're stuck.

"You can imagine how hard it has been for us," Syed Ijtaba Hussain Zeidi, the second engineer, said in a shipboard interview Thursday. "We

are like floating prisoners." Zeidi had planned to be home in mid-February. He has now been on the ship 11 months. He's been stuck in Hampton Roads three months.

The vessel's mechanical problems began in the Great Lakes, Zeidi said, but the owners — apparently due to money problems — refused to make repairs.

"We said, 'For God's sake, take action,'"

This article in the Norfolk-based *Virginian-Pilot* newspaper chronicles the tribulations of the *Pride of Donegal's* stranded crew.



# Pride of Donegal Runaway Flags



Interested parties gather on the front steps of the U.S. flag ship was sold at a court-ordered public auction.



ITF Inspector Edd Morris (far right) worked together to help the entire crew of the *Pride of Donegal*.

## The Human Toll

Even with the ITF assisting them, the crewmembers were in an extremely unenviable position, through no fault of their own.

With the ship at anchorage and the lifeboats still in disrepair, they rarely left the idle vessel. Few, if any, of the mariners possessed money, and a water taxi to shore cost \$300 round trip. This prompted them to nickname the ship the Alcatraz, for it surely had the atmosphere of a prison. (Empire Shipping had promised to provide a daily launch service. Predictably, the company did not live up to that commitment.)

In a cruel bit of irony, many of the crew passed time by cleaning and chipping the ship and maintaining watches, even though they were unsure of being paid for that work. They at least were hopeful of securing all of their back wages, and that necessitated them staying in the area. Not that they had much choice, given the fact they had not been paid in months and the company would not send them home with their pay.

Not being paid also meant hardships on the families who did not receive the income. Between the lack of money sent home and the absence of their loved ones who were stuck on the ship, the families suffered the consequences along with the crew.

For the seamen, understandably, boredom was not nearly as difficult to cope with as worrying about their families. "We are eating here, but when we start to eat, we are always thinking of our families," the second engineer said. "What is happening to them? Do they have anything to eat?"

On the rare occasions when the men

made it ashore and contacted their families, more difficulties ensued. One mariner who supported multiple families learned that his brother-in-law and nephew had died within a one-week span. He could not afford another phone call to offer condolences, and without his income, there was no money to pay for the funerals.

Another crewmember was verbally greeted by a heartbroken wife who was convinced her husband had met an American woman and had no intention of returning home.

Still another seaman told a newspaper reporter of two calls to his sobbing 8-year-old daughter, who did not comprehend the ongoing delays that prevented her father from coming home.

In addition, the sons and daughters of several of the mariners reportedly had to drop out of their schools because they were unable to pay tuition.

The *Virginian-Pilot* reported that at least two crewmembers borrowed money at a very high interest rate to help buy food for their families. Others sold whatever possessions they could to generate immediate income. "Our families and children in particular have suffered a lot," summarized one mariner.

Medical treatment also was an issue. The chief officer literally spent weeks lying on a wooden pallet and heating pad in his cabin, due to a back injury—and a lack of money for treatment.

Another man, the chief engineer, underwent a successful emergency appendectomy. He had the relative good fortune of being stricken after the auction, when the crew was being housed in a local motel. Had he been on board the ship during the emergency, he almost certainly would have died.

## Arrogance, Unresponsiveness

Shortly after the vessel arrived in Norfolk, Morris contacted the Liberian registry, International Registries, Inc. (IRI)—based in, of all places, affluent Reston, Va., a suburb of Washington, D.C., and staffed primarily by Americans.

"I explained the problems: the shortage of food and water, no daily launch service," recalled the ITF inspector. "IRI said it was all a civil matter, that they wouldn't be bothered with any of it. They said the same thing about the guys not being paid for months."

Morris pressed the issue and reminded IRI that the crewmembers were scheduled to be compensated at below the rates established by the International Labor Organization. Again, the company balked. "They had the responsibility and the opportunity to help, and they wouldn't even pick up the phone," Morris said. Disgusted, he asked IRI, "Would it

## ITF Continues Fight vs. Runaway-Flags

The London-based International Transport Workers Federation (ITF) represents approximately 10 million transportation employees from more than 400 trade unions worldwide, including the SIU.

One of the primary endeavors of the Seafarers Section of the ITF, of which SIU Secretary-Treasurer John Fay is chairman, is to end the scandal of runaway-flag shipping. To that end, ITF inspectors all over the world assist the crews of such vessels and work to ensure that the shipowners are held accountable.

Because the ITF recognizes that completely eliminating runaways will not happen overnight, one of its immediate goals is bringing such vessels under ITF contract. The drive has been successful, as more than 4,000 ships now are covered by ITF agreements.

By signing on with the ITF, the mariners aboard runaway-flag ships at least have some recourse against the shipowners. And they are protected by a written contract that establishes wage rates meeting international standards; provides for overtime and holiday pay and manning according to ITF policy; and includes clauses covering medical attention, sick pay, death benefits, disability insurance and other benefits.

The ITF does not limit its work strictly to runaways, however. The organization assists as many crews as possible that need help, whether or not their vessels are runaway-flag ships.

During a celebration last month of the ITF's 100-year anniversary, David Cockcroft, the organization's general secretary, reiterated the need for a system under which responsible shipowners who register their vessels in nations with well-run maritime administrations and equitable legal systems get a competitive advantage over those who try to weasel out of their obligations by using flag states that do not enforce international shipping standards. He called for "vicious penalties that are hard enough to hurt" substandard ship operators.

bother you if the crew had a contract for \$1 a year? They replied, 'Absolutely not.'"

Some of Empire Shipping's tactics were equally venomous. For instance, the company specifically recruited Muslim crewmembers, Morris noted, but then refused to provide them with stores consistent with the Muslim diet. The reason? Those stores are nominally more expensive than what the ship normally stocks.

Unfortunately, such treatment is not all that surprising in runaway-flag circles. The exploited seamen who sail aboard those ships often hail from some of the most economically disadvantaged areas of the world. They routinely have to purchase their shipboard jobs from unscrupulous manning agents; sign contracts stating one rate of pay, only to be paid something much lower; and work in unsafe conditions, fearful of reporting them to any outside authority.

Moreover, runaway-flag ships consistently are the most unsafe on the high seas. As the ITF reported in its June newsletter, "There are three ways of comparing vessel losses between flags. One can compare any one of the following: the absolute number of vessels lost; the absolute tonnage lost; or the percentage of tonnage lost of the total fleet. Whatever mode of comparison is used, not only do flags of convenience top the list, but they account for more than half the worldwide losses in 1995."

And of course, most importantly, runaway-flag ships regularly account for the greatest loss of life at sea. For instance, last year more than 1,000 seamen died in ship accidents, most involving runaway-flag shipping. That figure is not an anomaly.

## Finally, a Resolution

More than five months after they were

towed from the Atlantic, the crewmembers aboard the *Pride of Donegal* finally were within figurative sight of the end of their ordeal. A U.S. court ordered the ship to be sold at auction in order to resolve the multiple claims against the shipowner. The Peruvian bank (Banco Wiese Limitado) that held the mortgage on the ship bought it at the auction on May 30 for \$5.1 million, with U.S. marshals presiding over the sale.

The mariners were transferred to a Howard Johnson motel where they were given a discount rate, slept four to a room and received \$10 per person, per day, for meals. They also enjoyed recreation at a local Seamen's Friendship House, thanks to the assistance of Charlotte Smith, the director; Father Frias and Chaplain Olsen.

Six weeks later, they still were in the Norfolk area—a testament to the cumbersome, complex processes cited by Mason, Morris and others. Meanwhile, the ship was renamed the *Lobo de Mar* (Spanish for sea wolf), its Liberian flag was replaced with the Panamanian emblem and a new crew was put on board by the buyer.

Ultimately, the original crewmembers reached a settlement covering back wages, air fare home and food and lodging since they left the ship. Before departing on July 12, they expressed gratitude for the assistance they received from January into July. In fact, more than one mariner noted that the crew was grateful they landed in the U.S., one of the few nations where they at least had some recourse.

"As bad as this case was, consider how many other crews bear similar burdens and receive no compensation whatsoever," Morris concluded. "This case illustrates why the ITF will continue its fight to eliminate runaway-flag shipping."



Despite their hardships, the Pakistani and Indian crewmembers were grateful that their case came to justice in the United States, where they at least had some recourse. Ultimately, they received \$200,000 in back wages plus \$75,000 for repatriation.



# SEAFARERS FAMILY photos

Last month, when the *American Republic* became the first Great Lakes freighter to carry the Olympic flame, family members and friends of the vessel's seafaring crew shared in the excitement. This page from the SIU family album captures precious moments aboard the *American Republic* in Detroit (the Lake Erie port from where the vessel departed) and Cleveland (the port to which the flame was taken).

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



Wheelsman Don White, who sails aboard the *H. Lee White*, brought his daughter, Ashlee, and his wife, Gina, aboard the *American Republic* to witness preparations for the arrival of the Olympic torch while the vessel docked in Detroit.



Herman Wolgast, a retired SIU bosun, and his wife, Genevive, boarded the *American Republic* in Detroit to wish their son-in-law, Captain Edward Derry, good luck in carrying the 1996 Olympic flame across Lake Erie.



Sipping a soft drink on the deck of the *American Republic* after it docked in Cleveland is Watchman Jim Smith and his sister-in-law, Kathy Hance (whose husband, Joe Hance, sails as a watchmen aboard the *American Mariner*).



Stopping by the galley to say hello to fellow SIU members prior to the departure of the Cleveland-bound vessel are ZMED Paul Ledford (right); his wife, Cheryl; and son, David.



Members of the Roussin family first gathered outside Cleveland's Rock-and-Roll Hall of Fame to watch the *American Republic* arrive carrying the Olympic flame - and Wheelsman Rick Roussin. In photo above, on the vessel's deck, are Rick with sons, Joseph, 13; Jeff, 8; and wife, Ann.



Wheelsman Brendan Murphy (right) escorts his brother, Sean (left); sister-in-law, Kathy; nephew, Colin; and niece, Meghan, around the *American Republic* prior to the arrival of the Olympic flame in Detroit.



Greeting Wheelsman Brendan Murphy following the arrival of the *American Republic* in Cleveland are his wife, Debra; daughters, Amber and Rachel; and son, Brendan Jr.



# Dispatchers' Report for Deep Sea

JUNE 16, 1996 — JULY 15, 1996

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	37	23	2	23	18	1	13	52	40	5
Philadelphia	2	5	0	3	5	1	1	5	4	1
Baltimore	10	6	0	6	7	0	4	10	6	1
Norfolk	11	5	7	12	10	7	8	23	15	7
Mobile	19	11	0	9	10	0	6	23	11	0
New Orleans	21	17	0	14	12	1	10	39	33	0
Jacksonville	26	15	4	19	14	3	11	55	30	1
San Francisco	23	16	0	23	15	2	11	42	30	0
Wilmington	15	13	1	10	18	1	8	27	26	3
Seattle	35	16	1	27	11	0	7	45	27	3
Puerto Rico	7	2	4	7	2	1	4	13	4	4
Honolulu	3	12	7	1	8	2	5	10	20	9
Houston	30	27	5	30	23	5	11	41	56	7
St. Louis	0	0	0	2	1	0	0	1	1	0
Piney Point	1	6	0	1	5	0	2	3	3	0
Algonac	0	3	0	0	1	0	0	1	7	0
<b>Totals</b>	<b>240</b>	<b>177</b>	<b>31</b>	<b>187</b>	<b>160</b>	<b>24</b>	<b>101</b>	<b>390</b>	<b>313</b>	<b>41</b>
<b>ENGINE DEPARTMENT</b>										
New York	19	14	0	17	14	0	8	39	21	2
Philadelphia	2	6	2	4	2	2	3	0	8	0
Baltimore	6	5	0	5	4	0	0	6	4	0
Norfolk	2	8	5	5	6	3	0	1	14	5
Mobile	9	3	1	5	6	0	2	16	3	1
New Orleans	13	11	1	8	6	1	3	25	15	3
Jacksonville	14	18	1	16	17	0	5	25	28	1
San Francisco	10	16	1	3	7	0	4	21	18	1
Wilmington	6	9	5	3	8	2	1	11	15	5
Seattle	14	9	0	11	8	1	7	22	16	1
Puerto Rico	6	7	0	1	4	0	1	10	5	2
Honolulu	3	9	1	2	10	2	3	5	14	2
Houston	12	7	2	11	10	2	8	22	17	5
St. Louis	0	0	1	0	2	1	0	0	1	0
Piney Point	1	4	0	0	4	0	1	2	5	0
Algonac	1	0	0	1	0	0	0	0	0	0
<b>Totals</b>	<b>118</b>	<b>126</b>	<b>20</b>	<b>92</b>	<b>108</b>	<b>14</b>	<b>46</b>	<b>205</b>	<b>184</b>	<b>28</b>
<b>STEWARD DEPARTMENT</b>										
New York	11	14	1	8	3	0	6	21	17	1
Philadelphia	1	1	0	0	1	0	1	2	3	1
Baltimore	6	4	0	5	2	0	1	4	4	0
Norfolk	6	3	4	5	3	2	4	6	5	2
Mobile	8	5	0	4	0	0	0	17	6	0
New Orleans	8	8	0	4	5	0	3	18	12	2
Jacksonville	15	6	2	16	5	0	8	26	10	4
San Francisco	24	10	0	24	7	0	5	45	17	1
Wilmington	13	3	0	7	2	1	6	19	8	2
Seattle	23	3	1	15	2	0	7	40	4	1
Puerto Rico	6	3	3	2	2	0	3	6	5	3
Honolulu	11	12	6	9	6	5	13	15	13	7
Houston	15	6	0	12	3	0	3	24	16	0
St. Louis	1	0	0	0	0	0	0	2	0	0
Piney Point	4	1	0	3	2	0	1	9	3	1
Algonac	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>152</b>	<b>79</b>	<b>17</b>	<b>114</b>	<b>43</b>	<b>8</b>	<b>61</b>	<b>254</b>	<b>123</b>	<b>25</b>
<b>ENTRY DEPARTMENT</b>										
New York	9	38	4	5	23	0	0	17	62	15
Philadelphia	0	3	1	1	1	1	0	1	5	2
Baltimore	0	1	5	0	3	3	0	0	1	3
Norfolk	0	14	18	2	13	7	0	3	17	21
Mobile	1	7	2	1	12	0	0	1	16	2
New Orleans	5	11	4	4	8	2	0	14	22	9
Jacksonville	4	21	8	3	12	1	0	3	31	23
San Francisco	10	13	1	5	11	1	0	21	29	4
Wilmington	6	13	5	7	12	1	0	4	18	11
Seattle	7	19	1	4	9	0	0	15	43	9
Puerto Rico	4	5	7	0	6	0	0	7	13	17
Honolulu	6	40	54	9	29	48	0	6	53	58
Houston	3	11	5	3	7	1	0	2	24	11
St. Louis	0	2	0	0	1	0	0	0	4	0
Piney Point	0	12	1	0	18	0	0	0	19	3
Algonac	0	1	0	0	2	0	0	0	0	0
<b>Totals</b>	<b>55</b>	<b>211</b>	<b>116</b>	<b>44</b>	<b>167</b>	<b>65</b>	<b>0</b>	<b>94</b>	<b>357</b>	<b>188</b>
<b>Totals All Departments</b>	<b>565</b>	<b>593</b>	<b>184</b>	<b>437</b>	<b>478</b>	<b>111</b>	<b>208</b>	<b>943</b>	<b>977</b>	<b>282</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.

## September & October 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

<b>Piney Point</b> . . . . .	Tuesday: September 3*; Monday: October 7 <i>*change created by Labor Day holiday</i>
<b>New York</b> . . . . .	Tuesday: September 3, October 8
<b>Philadelphia</b> . . . . .	Wednesday: September 4, October 9
<b>Baltimore</b> . . . . .	Thursday: September 5, October 10
<b>Norfolk</b> . . . . .	Thursday: September 5, October 10
<b>Jacksonville</b> . . . . .	Thursday: September 5, October 10
<b>Algonac</b> . . . . .	Friday: September 6, October 11
<b>Houston</b> . . . . .	Monday: September 9, October 14
<b>New Orleans</b> . . . . .	Tuesday: September 10, October 15
<b>Mobile</b> . . . . .	Wednesday: September 11, October 16
<b>San Francisco</b> . . . . .	Thursday: September 12, October 17
<b>Wilmington</b> . . . . .	Monday: September 16, October 21
<b>Seattle</b> . . . . .	Friday: September 20, October 25
<b>San Juan</b> . . . . .	Thursday: September 5, October 10
<b>St. Louis</b> . . . . .	Friday: September 13, October 18
<b>Honolulu</b> . . . . .	Friday: September 13, October 18
<b>Duluth</b> . . . . .	Wednesday: September 11, October 16
<b>Jersey City</b> . . . . .	Wednesday: September 18, October 23
<b>New Bedford</b> . . . . .	Tuesday: September 17, October 22

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

### Mealtime Aboard the Cape Texas



The *Cape Texas* remains in Reduced Operating Status in the port of Mobile, Ala. at present, but may be activated at any moment as part of the Maritime Administration's Ready Reserve Force (which supports American troops around the world). In the meantime, life goes on aboard ship. Above, Steward/Cook Darrell Weatherspoon prepares the noon meal while, below, Bosun Alvin Kirksey (left) and Chief Electrician Keith Jordan discuss an article in the *Seafarers LOG* during lunch.





## 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

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

### SAN FRANCISCO

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

Government Services Division  
(415) 861-3400

### SANTURCE

1057 Fernandez Juncos Ave., Stop 16½  
Santurce, PR 00907  
(809) 721-4033

### SEATTLE

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

### ST. LOUIS

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

### WILMINGTON

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

# Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 1996

CL—Company/Lakes  
\*TOTAL REGISTERED  
All Groups  
Class CL Class L Class NP

L—Lakes  
TOTAL SHIPPED  
All Groups  
Class CL Class L Class NP

NP—Non Priority  
\*\*REGISTERED ON BEACH  
All Groups  
Class CL Class L Class NP

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	12	4	0	51	13	0	27	11
<b>ENGINE DEPARTMENT</b>									
Algonac	0	10	1	0	31	5	0	14	1
<b>STEWARD DEPARTMENT</b>									
Algonac	0	3	3	0	6	7	0	5	8
<b>ENTRY DEPARTMENT</b>									
Algonac	0	9	15	0	0	0	0	41	38
<b>Totals All Departments</b>	<b>0</b>	<b>34</b>	<b>23</b>	<b>0</b>	<b>88</b>	<b>25</b>	<b>0</b>	<b>87</b>	<b>58</b>

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

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

# Dispatchers' Report for Inland Waters

JUNE 16 — JULY 15, 1996

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

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	5	0	0	2	0	0	15	2	0
Gulf Coast	1	3	10	1	0	2	5	4	24
Lakes & Inland Waters	41	0	0	13	0	0	32	0	0
West Coast	2	0	6	23	0	4	9	1	21
<b>Totals</b>	<b>49</b>	<b>3</b>	<b>16</b>	<b>39</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>7</b>	<b>45</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	3	1	1
Gulf Coast	0	0	0	0	1	0	1	0	1
Lakes & Inland Waters	5	0	0	2	0	0	9	0	0
West Coast	0	0	2	0	0	0	0	0	3
<b>Totals</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>5</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	1	0	10
Lakes & Inland Waters	7	0	0	1	0	0	6	0	0
West Coast	0	0	0	0	0	2	1	0	9
<b>Totals</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>19</b>
<b>Totals All Departments</b>	<b>63</b>	<b>3</b>	<b>18</b>	<b>42</b>	<b>1</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>69</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

### ATTENTION: FORMER MARINE COOKS & STEWARDS

Former members of the MC&S will hold their annual reunion picnic luncheon on Sunday, September 8 in San Bruno (Calif.) Park from noon until 5:00 p.m. Bring family and friends. Plenty of parking is available. For more information, contact Lucretia Anderson at the San Francisco SIU hall.

### CORRECTION

On page 19 of the July issue of the *Seafarers LOG*, some information was inadvertently omitted from Hazel Johnson's obituary. Not only did Brother Johnson upgrade at the Lundeberg School, he also completed the steward recertification program there in July 1993.

### UPDATE YOUR ADDRESS

In order to ensure that active SIU members and pensioners receive a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and welfare checks and bulletins or notices—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 union 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.

### ATTENTION: LAKE CHARLES AREA SEAFARERS

All SIU members in the Lakes Charles, La. area are urged to attend a union meeting on Wednesday, August 28, 1996 at noon. The meeting will be held at 710 W. Prien Lake Road, Lake Charles, LA 70601.

For additional information, call (318) 478-9918.

### PERSONALS

#### FREDDIE BAXTER

Please contact your parents immediately at 567 Aiken Street, Oakland, CA 94609.

#### MICHAEL ANTHONY JOHNSON

Please call Miss Johnson at (334) 457-0732 as soon as you can.

#### DONALD TAYLOR

Please call your daughter, Latrice Barrett, as soon as possible at (312) 826-1740.





## Welcome Ashore

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

Three recertified bosuns and two recertified stewards are among the 24 Seafarers who are announcing their retirements this month.

Representing nearly 200 years of active union membership, the three recertified bosuns are **Louis W. Hachey**, **Robert A. Sipse** and **Carlos H. Spina**; the two recertified stewards are **Joe Johnson** and **Joseph P. Speller**. These members graduated from courses offering the highest level of training in both the deck and steward departments at the Lundeberg School in Piney Point, Md.

Including the five recertified graduates, 16 of those signing off sailed in the deep sea division while the eight others sailed on inland vessels. Additionally, 10 sailed in the deck department, nine in the steward department and five in the engine department.

The favorite area of retirement for this month's retiring Seafarers is the Gulf states, where eight of the pensioners make their homes; seven have retired to the East Coast; five retired to the West Coast; two live in the Midwest; and one each reside in Puerto Rico and Canada.

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

### DEEP SEA



**RAFAEL AQUINO**, 65, first sailed with the Marine Cooks & Stewards (MC&S) in 1966 in the port of San

Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The steward department member who upgraded at the MC&S training school in Santa Rosa, Calif. last sailed in October 1994 aboard the *President Washington*, operated by American President Lines. Born in the Philippines, he has retired to San Francisco.

**ABDU H. AZEZ**, 58, began sailing with the Seafarers in 1963 from the port of Baltimore. He worked in the steward department, last sailing as a chief cook aboard the *Guayama*, operated by NPR, Inc. Born in Yemen, Brother Azez became a U.S. citizen in 1965. He makes his home in Brooklyn, N.Y.



**CHARLES W. GROGAN**, 62, joined the Seafarers in 1961 in the port of Norfolk, Va. Brother

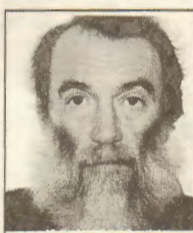
Grogan began sailing in the inland division and later transferred to deep sea vessels. The Tennessee native sailed in the engine department. He attended an educational conference at the Lun-

deberg School in Piney Point, Md. Brother Grogan last sailed in January aboard the *Sam Houston*, operated by Waterman Steamship Corp. From 1951 to 1955, he served in the U.S. Navy. Brother Grogan makes his home in Jacksonville, Fla.

**RUBEN S. GALLEGUILLOS**, 66, began sailing with the MC&S in 1969 from the port of San Francisco, before that union merged with the SIU's AGLIWD. The California native last sailed in March as a chief cook aboard the *Sea-Land Endurance*. From 1952 to 1956, he served in the U.S. Navy. Brother Galleguillos has retired to Redwood City, Calif.

**LOUIS W. HACHEY**, 52, graduated from the

Andrew Furuseth Training School in Mobile, Ala. in 1965 and joined the SIU. The Michigan native sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1981. Brother Hachey last sailed in December 1994 aboard the *Bradford Island*, operated by Interocean Management. From 1961 to 1964, he served in the U.S. Navy. Brother Hachey resides in Manchester, Mich.



**HOWARD W. HALL**, 71, started his career with the Seafarers in 1951 in the port of Galveston, Texas. His first ship

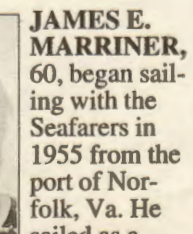
was the *Sea Cloud*. Brother Hall began working in the engine department as an oiler and last sailed in September 1982 as a chief electrician aboard the *SS Arcibo*, operated by Puerto Rico Marine Management, Inc. The World War II veteran served in the U.S. Navy from 1943 to 1945. Brother Hall makes his home in Delmar, Del.

**JOE JOHNSON**, 59, joined the SIU in 1962 in his native Mobile, Ala. He sailed in the steward department

and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1987. Brother Johnson last sailed in April as a chief cook aboard the *Sea-Land Enterprise*. He has retired to Seattle, Wash.



**JAMES E. MARRINER**, 60, began sailing with the Seafarers in 1955 from the port of Norfolk, Va. He sailed as a member of the steward department and upgraded at both the



Andrew Furuseth Training School and the Lundeberg School. The Virginia native last shipped in May 1995 aboard the *Stonewall Jackson*, operated by Waterman Steamship Co. Brother Marriner makes his home in Portsmouth, Va.

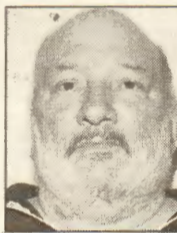
**LUCAS MARTINEZ**, 68, joined the SIU in 1979 in the port of New York. Brother Martinez worked as a member

of the steward department, last sailing in November 1995 aboard the *Humacao*, operated by NPR, Inc. Born in Honduras, Brother Martinez resides in New Orleans.



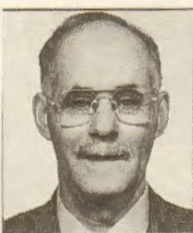
**RICHARD L. RODGERS**, 59, graduated from the Andrew Furuseth Training School in 1962 and joined the

Seafarers in the port of New Orleans. Brother Rodgers sailed in the engine department. His first ship was the *Keva Ideal*, operated by Keva Corp., and in April, he signed off the *Cleveland*, operated by Sealift, Inc. Brother Rodgers has retired to Houston, Texas.



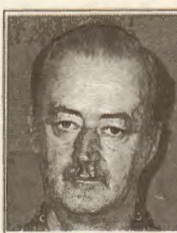
**SHAYIF M. SAEED**, 65, began sailing with the SIU in 1967 aboard the *Alcoa Voyager* from the port of New York.

Born in Arabia, he worked as a member of the steward department, last sailing aboard the *Sea-Land Innovator* in February. Brother Saeed makes his home in Buffalo, N.Y.

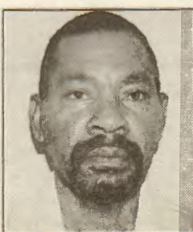


**ROBERT A. SIPSEY**, 69, started his career with the Seafarers in 1943 in the port of Norfolk, Va. He first sailed

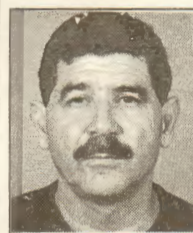
aboard the *Cape St. Elias*, operated by Waterman Steamship Co. A native of Massachusetts, Brother Sipse worked in the deck department and upgraded at the Paul Hall Center in Piney Point, Md., where he completed the bosun recertification course in 1975. He last sailed aboard the *Sea-Land Spirit* in September 1995. Brother Sipse has retired to Sonoma, Calif.



**JOSEPH P. SPELLER**, 63, first sailed with the SIU in 1955 from the port of Baltimore. His first ship was the *Venore*,



operated by Mississippi Steamship Co. The North Carolina native sailed in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1987. Brother Speller last sailed in April aboard the *Galveston Bay*, operated by Sea-Land Services, Inc. He makes his home in Brooklyn, N.Y.

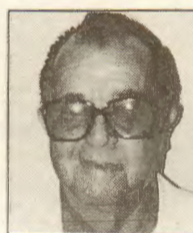


**CARLOS H. SPINA JR.**, 57, joined the Seafarers in 1962 in the port of New Orleans. Brother Spina

sailed in the deck department and completed the bosun recertification course at the Lundeberg School in 1981. He last sailed in January aboard the *Platte*, operated by OMI Corporation. Brother Spina has retired to Metairie, La.

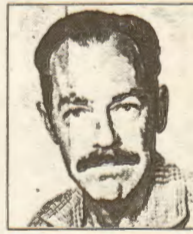
**ROBERT L. TOMPKINS**, 65, started his career with the SIU in 1953 as a member of the engine department. Brother

Tompkins last sailed aboard vessels operated by Sea-Land Service, Inc. From 1946 to 1950, he served in the U.S. Air Force. Born in Washington state, Brother Tompkins makes his home in San Juan, P.R.



**DENNIS A. ZWICKER**, 76, first sailed with the Seafarers in 1945 aboard the *Alcee Fortier*, operated by A.H. Bull Lines. Brother Zwicker worked in the engine department and left the union in 1966 when he upgraded to an officer. He continued sailing through 1973. Brother Zwicker has retired to his native Nova Scotia, Canada.

### INLAND



**WILLIAM E. BRINKLEY**, 62, started his career with the SIU in 1974 in the port of Jacksonville, Fla. The Georgia native

sailed as a captain and upgraded at the Lundeberg School. His last duty was in March 1990 aboard the *Tug Venus*, operated by Gulf Atlantic Transportation Co. From 1951 to 1974, he served in the U.S. Navy. Boatman Brinkley resides in Jacksonville Beach, Fla.

**FRANK DIMEGLIO**, 62, began his sailing career in 1952 as a commercial fisherman and joined the SIU in 1980 in the port of Wilmington, Calif. Born in Italy, he sailed as a captain and upgraded his skills at the Lundeberg School. He last sailed in December 1992 aboard Crowley



Marine Services vessels. Boatman DiMeglio has retired to San Pedro, Calif.

**SAMUEL BUSH SR.**, 62, joined the Seafarers in 1982 in the port of Mobile, Ala. The Alabama native worked primarily for Dravo Basic Materials, most recently in August 1991. Boatman Bush is a resident of Jackson, Ala.

**JAMES E. JONES**, 62, first sailed with the SIU in 1964 from the port of St. Louis. The Kentucky native worked in the deck department, last sailing in 1979 aboard the *Robert Kenokee*, an American Commercial Barge Lines vessel. Boatman Jones makes his home in Flatwoods, Ky.

**ROBERT H. MACHLINSKI**, 62, began sailing with the Seafarers in 1956 from the port of Baltimore. The Maryland native sailed as a member of the deck department and attended an educational conference at the Lundeberg School. Boatman Machlinski last sailed in May aboard the tug *America*, operated by McAllister Brothers of Baltimore. He is a resident of Baltimore.

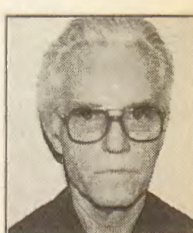


**DEFIN R. RIVAS**, 62, started his career with the SIU in 1977 in the port of Norfolk, Va. Born in the Philippines, he

sailed in the steward department and attended an educational conference at the union's training facility in Piney Point, Md. Boatman Rivas sailed primarily on vessels operated by Mariner Towing Co. He last sailed aboard the *Navigator* in January 1989. From 1958 to 1977, he served in the U.S. Navy. Boatman Rivas has retired to Virginia Beach, Va.

**ROBERT W. WIX**, 63, joined the Seafarers in

1954 in the port of Houston. The Texas native sailed as a captain, primarily on vessels operated by G&H Towing Company. He served in the U.S. Navy from 1951 to 1953. Boatman Wix makes his home in Chute, Texas.



**ALLEN M WOODS**, 62, began his career with the SIU in 1981 from the port of New Orleans. Boatman Woods sailed as a member of the deck department, most recently in October 1991. The Alabama native worked primarily for Dravo Basic Materials. He has retired to Uriah, Ala.



# Final Departures

## DEEP SEA

### SALVATORE A. BARBARA



Pensioner Salvatore A. Barbara, 75, passed away June 10. Brother Barbara began sailing with the Seafarers in 1951 from the port of New York. A

native of that state, he sailed as a member of the steward department. A veteran of World War II, he served in the U.S. Army from 1942 to 1945. Brother Barbara began receiving his pension in February 1986.

### ANTHONY S. BENEDICT



Pensioner Anthony S. Benedict, 63, died June 25. A native of Louisiana, he started his career with the SIU in 1952 in the port of New

Orleans. Brother Benedict sailed in the steward department. He retired in August 1987.

### OCTAVIUS COLEMAN



Pensioner Octavius Coleman, 86, passed away May 21. Born in Virginia, he joined the Seafarers in 1955 in the port of New

York. The steward department member last sailed as a chief cook. He was veteran of World War II, having served in the U.S. Navy from 1942 to 1943. Brother Coleman started receiving his pension in February 1977.

### HERMAN L. COLLADO



Pensioner Herman L. Collado, 82, died May 15. Brother Collado began sailing with the Marine Cooks & Stewards (MC&S) in the

1940s, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He sailed primarily aboard vessels operated by American President Lines. Born in the Philippines, Brother Collado lived in California and retired in July 1971.

### GEORGE C. CORDEIRO

Pensioner George C. Cordeiro, 83, passed away June 24. He joined the MC&S, before that union merged with the SIU's AGLIWD. Brother Cordeiro began receiving his pension in April 1977.

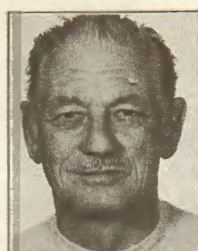
### CHESTER R. COUMAS



Pensioner Chester R. Coumas, 76, died June 7. A native of California, Brother Coumas started his career with the Seafarers in 1953 in the

port of New Orleans. He sailed in the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Coumas retired in July 1983.

### DORWIN L. COY



Pensioner Dorwin L. Coy, 82, passed away June 8. Brother Coy first sailed with the SIU in 1957 from the port of Wilmington, Calif. He was a mem-

ber of the engine department and upgraded his rating at the Lundeberg School. He was a veteran of World War II, having served in the U.S. Navy from 1940 to 1945. A native of California, Brother Coy began receiving his pension in December 1981.

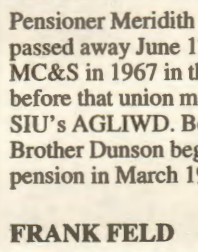
### GEORGE W. DUNCAN



Pensioner George W. Duncan, 80, died June 10. Born in Russia, Brother Duncan began sailing with the Seafarers in 1942 from the

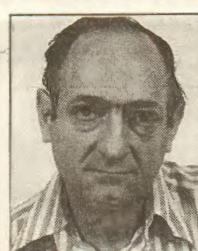
port of New York. He sailed in the deck department and later earned his third mate license. Brother Duncan made his home in Louisiana. He retired in September 1979.

### MERIDITH S. DUNSON



Pensioner Meridith S. Dunson, 78, passed away June 17. He joined the MC&S in 1967 in the port of Seattle, before that union merged with the SIU's AGLIWD. Born in Indiana, Brother Dunson began receiving his pension in March 1988.

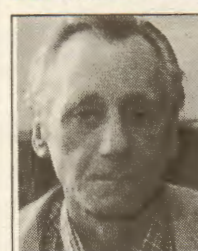
### FRANK FELD



Pensioner Frank Feld, 75, died June 1. Brother Feld first sailed with the Seafarers in 1947 from the port of New York. The Illinois native

sailed as a member of the engine department and attended an educational conference at the Lundeberg School in 1972. A veteran of World War II, he served in the U.S. Navy from 1942 to 1946. Brother Feld retired in April 1985.

### BERNARD A. GUIKINK



Pensioner Bernard A. Guikink, 78, passed away May 27. Born in Holland, he joined the MC&S in 1954 in the port of Wilmington,

Calif., before that union merged with the SIU's AGLIWD. Brother Guikink began receiving his pension in August 1983.

### CHARLES P. JOHNSEN



Pensioner Charles P. Johnsen, 71, died June 27. He began his career with the Seafarers in 1945 in the port of New York. Brother Johnsen sailed

as a member of the deck department. A native of Missouri, he retired in March 1991.

### PEDRO D. JULIO

Pensioner Pedro D. Julio, 88, died June 9. Born in the Philippines, he began sailing with the Seafarers in

1959. Brother Julio sailed as a member of the steward department. He retired in January 1983.

### CHARLES E. JORDAN



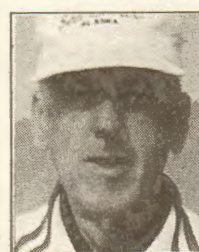
Pensioner Charles E. Jordan, 67, passed away May 24. Brother Jordan joined the SIU in 1945 in the port of Mobile, Ala. The Alabama native

sailed in the engine department. Brother Jordan began receiving his pension in September 1993.

### JOHN F. MCCOLLOM

Pensioner John F. McCollom, 70, died June 4. A native of Massachusetts, he started his career with the Seafarers in 1942 in the port of Baltimore. Brother McCollom sailed in the deck department and retired in October 1994. During World War II, he served in the U.S. Navy.

### JOSEPH J. MEYERCHAK



Pensioner Joseph J. Meyerchak, 66, died June 21. He joined the Seafarers in 1947 in his native New York. Brother Meyerchak

sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1981. From 1953 to 1955, he served in the U.S. Army. Brother Meyerchak retired in May 1992.

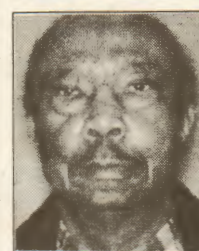
### BILL MPONTSIKARIS



Pensioner Bill Mpontsikaris, 75, passed away June 12. He joined the SIU in 1947 in the port of New York. The Massachusetts native last sailed

in the steward department as a chief cook. A veteran of World War II, he served in the U.S. Navy from 1942 to 1945. Brother Mpontsikaris began receiving his pension in December 1983.

### ISRAEL RHODEN



Pensioner Israel Rhoden, 85, died May 29. Born in Alabama, he became a member of the Seafarers in 1943 in the port of New York. Brother

Rhoden sailed in the steward department during his career. He retired in March 1982.

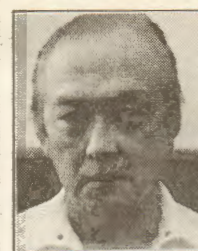
### HENRY W. ROBERTS SR.



Pensioner Henry W. Roberts Sr., 71, passed away May 31. A native of Louisiana, he started his career with the SIU in 1944 in

the port of New Orleans. The steward department member upgraded at the Lundeberg School, where he graduated from the steward recertification course in 1981. Brother Roberts began receiving his pension in November 1987.

### ADONIS A. SALVADOR



Pensioner Adonis A. Salvador, 84, died May 26. Born in the Philippines, he began sailing with the MC&S in 1949 from the port of San Francisco,

before that union merged with the SIU's AGLIWD. Brother Salvador lived in California and retired in April 1990.

### HENRY S.T. SAUNDERS

Pensioner Henry S. T. Saunders, 70, passed away December 21, 1995. Brother Saunders joined the MC&S, before that union merged with the SIU's AGLIWD. He began receiving his pension in July 1974.

### LEO L. SELESKIE

Pensioner Leo L. Seleskie, 75, died May 6. Brother Seleskie became a member of the Seafarers in 1945 in the port of Boston. The Pennsylvania native sailed in the engine department and upgraded at the Lundeberg School. He retired in December 1982.

### RICHARD SOHL



Pensioner Richard Sohl, 67, passed away June 26. He began sailing with the SIU in 1950 from the port of New York. Brother Sohl

sailed in the deck department and upgraded at the Lundeberg School. From 1946 to 1948, he served in the U.S. Navy. A native of New York, Brother Sohl began receiving his pension in July 1979.

### SOPHIA T. STROM

Pensioner Sophia T. Strom, 81, died June 10. Sister Strom started her career with the MC&S in 1961 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Denmark, she retired in January 1971.

### ALLAN B. SWANSON



Allan B. Swanson, 53, passed away February 8. Brother Swanson began his career in the inland division of the SIU in 1978 in the port of New York.

The deck department member completed the towboat operator course at the Lundeberg School. He later transferred to deep sea vessels, still sailing in the deck department, and continued to upgrade at the Lundeberg School. From 1960 to 1963, Brother Swanson served in the U.S. Navy.

### EDGAR K. VAHER



Pensioner Edgar K. Vaher, 88, died May 9. Born in Estonia, he became a member of the Seafarers in 1945 in the port of Boston.

Brother Vaher last sailed in the deck department as a bosun. He began receiving his pension in November 1972.

### CHARLES W. TRUENSKI

Pensioner Charles W. Truenski, 67, passed away June 22. Brother

Truenski graduated from the Andrew Furuseth Training School in 1958 and joined the SIU in the port of New York. A native of New Jersey, he sailed in the deck department and upgraded at the union's training facility in Piney Point, Md. He served in the U.S. Navy from 1946 to 1948 and again from 1951 to 1953. Brother Truenski retired in March 1992.

### JOSEPH T. WHALEN

Joseph T. Whalen, 56, passed away April 6. A native of Connecticut, he began sailing with the SIU in 1991 from the port of Honolulu. Brother Whalen sailed in the deck department and upgraded frequently at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

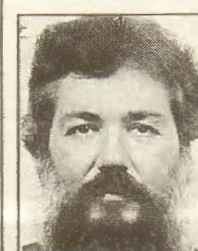
### HOWARD F. WELCH

Pensioner Howard F. Welch, 77, died January 5, 1994. Born in Tennessee, he started his career with the SIU in 1963 in the port of San Francisco. Brother Welch sailed as a member of the engine department. He retired in August 1986.

### HENRY WILLIAMS

Pensioner Henry Williams, 87, passed away May 22. He joined the MC&S in the 1940s, before that union merged with the SIU's AGLIWD. Brother Williams began receiving his pension in February 1972.

### HENRY L. WYATT



Henry L. Wyatt, 46, died August 10, 1989. A native of Ohio, he joined the Seafarers in 1978 as a member of the engine department. Brother Wyatt last sailed in 1987 aboard the *Overseas Chicago* as a QMED.

### AHMED W. YAFAI

Ahmed W. Yafai, 59, passed away May 20, 1995. Brother Yafai joined the SIU in 1979 in the port of Wilmington, Calif. He sailed in both the deck and steward departments.

## INLAND

### OLLICE D. FILLINGIM

Pensioner Ollice D. Fillingim, 65, died June 23. Boatman Fillingim began his seafaring career as a deep sea member in 1947 in the port of Mobile, Ala. The deck department member later transferred to inland vessels. Boatman Fillingim became a licensed operator and retired to his native Alabama in November 1992.

### PAUL T. GASKINS

Paul T. Gaskins, 56, passed away May 2. Born in North Carolina, he joined the SIU in 1973 in the port of Norfolk, Va. Boatman Gaskins was a licensed operator and last sailed as a captain. From 1956 to 1958, he served in the U.S. Coast Guard.

### ALAN A. GRANSTROM



Pensioner Alan A. Granstrom, 80, passed away June 28. Boatman Granstrom began sailing with the Seafarers in 1961 in the

port of Philadelphia. The Washington state native sailed as a member of the steward department. A World War II veteran, Brother Granstrom served in the U.S. Army from 1937

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# Digest of Shipboard Union Meetings

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

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

**GOPHER STATE** (IUM), March 15—Chairman Thomas Votsis, Secretary K. Lee Nolan, Educational Director Mann Aroon, Deck Delegate David Brown, Steward Delegate Wayne Webb. Chairman discussed OT distribution and limitations and asked crew to donate to SPAD. He advised crewmembers to adhere to strict laws of Singapore and act as ambassadors of the U.S. while ship is in port. Educational director encouraged crewmembers to upgrade at Piney Point and register for tanker operation/safety course. No beefs or disputed OT reported. Deck delegate discussed letter to VP Contracts Augie Tellez from crew giving suggestions for July 1996 contract negotiations and requesting copy of new contract once ratified. Entire crew extended vote of thanks to galley gang for improvements in quality and service of food. Crew also thanked steward department for wonderful barbecue between Guam and Philippines. Next port: Singapore.

**OVERSEAS VALDEZ** (Maritime Overseas), March 10—Chairman Roberto Zepeda, Secretary Ronald Tarantino, Educational Director Ronnie Day, Deck Delegate Tan Ah Joon, Engine Delegate Andrew Lopez, Steward Delegate Eddy Usmany. Chairman advised crewmembers not to use or misplace any equipment labeled with yellow paint which signifies OPA '90 regulation. He announced payoff upon arrival at dock. Educational director reminded members to enroll in tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department to look into increasing health benefits for mariners and families in next contract. Crew thanked galley gang for job well done and wished chief cook well on his time off vessel.

**OVERSEAS HARRIETTE** (Maritime Overseas), April 14—Chairman Calvin Miles, Secretary C.T. Yancey, Educational Director Terry Mouton, Deck Delegate Michael Jackson, Engine Delegate Stanley Williams. Chairman noted report filed with captain concerning language used by chief mate to deck crew. Crew discussed starting ship's fund. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Bosun reminded crewmembers to keep noise down while in passageways. Next port: Cape Verde.

**SEA-LAND ENDURANCE** (Sea-Land Service), April 15—Chairman Christian Christensen, Secretary Ray Garcia, Educational Director George Evosevich, Deck Delegate Mark Stevens, Engine Delegate Bo Francisco, Steward Delegate Steven Sun. Chairman reminded crewmembers a visa is needed to go ashore in Shanghai. He encouraged crew to write their senators to support maritime security act. He also reminded crew to donate to SPAD. Educational director urged crew to keep informed by reading *Seafarers LOG* and upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Long Beach, Calif.

**CHARLES L. BROWN** (Transoceanic Cable Ship), May 28—Chairman Francisco Sousa,

Secretary Andrew Hagan, Educational Director Michael Rubino, Engine Delegate Daniel Hopkins, Steward Delegate Allan Sim. Bosun asked crew to return all movies to movie locker once finished. He announced ship payoff on May 31 and reminded crewmembers ship is on cable repair standby. Secretary noted letter of suggestions for contract negotiations read and signed by all crewmembers before being sent to contracts department. Educational director discussed importance of upgrading at Lundeberg School. Treasurer announced \$700 in ship's fund. No beefs or disputed OT reported. Chairman explained and distributed letter concerning process of obtaining STCW identification. Crew reported air conditioning broken in mess hall. Chief steward urged crewmembers to use caution in mess hall, especially when using coffee machine. Next port: St. Thomas, U.S.V.I.

**CLEVELAND** (Sealift Inc.), May 25—Chairman David Garoutte, Secretary Miguel Vinca, Educational Director J. Funk, Deck Delegate Eugene Finley, Engine Delegate Robert Woods, Steward Delegate Julio Arzu. Chairman thanked deck and engine department members for hard work and efforts in cleaning holds and keeping pumps going. He advised crew to expect eight to 10 days of loading in Lake Charles, La. before return trip to Ploce, Croatia. Bosun announced payoff on May 27 and thanked crew for good trip. He also reminded crew to clean rooms for next member signing on. Secretary requested crew return all silverware, glasses and pitchers to mess hall and make sure plastic items are separated from regular trash. Educational director urged members to upgrade at Piney Point. Treasurer announced \$80 in ship's fund for new movies. No beefs or disputed OT reported. Crew discussed information received from union headquarters concerning STCW certificates. Bosun noted STCW forms available. Crew elected new treasurer and began repair list. Steward asked crew to keep laundry room clean. Crewmembers gave vote of thanks to galley gang for good barbecue.

**FRANCES HAMMER** (Ocean Chemical Carriers), May 21—Chairman Richard Wilson, Secretary Herbert Davis, Educational Director Terry Jacobson, Deck Delegate Kenneth Boone, Engine Delegate Mike Novak, Steward Delegate Ronnie Hall. Crew requested new ice machine and asked if shower temperature could be better adjusted. Chairman thanked all departments for job well done. Educational director reminded crew to obtain STCW identification papers and advised deck and engine department members to inquire about additional requirements. No beefs or disputed OT reported. Bosun and crew extended special vote of thanks to Steward/Baker Herbert Davis and Chief Cook Ronnie Hall for a superb culinary department aboard *Frances Hammer*. Next port: Mexico.

**GREEN ISLAND** (Waterman Steamship), May 26—Chairman Marvin Zimbro, Secretary J. Reid, Educational Director Ronnie Herian, Deck Delegate Solomon Shields, Engine Delegate Lorie Christmas. Chairman announced ar-

rival in Morehead City, N.C. on June 2 and estimated time in port to be 12 to 18 hours. He reported ship to pay off in New Orleans on June 6 and thanked crew for job well done with cargo operations. Educational director explained upcoming election of union officials and nomination process. No beefs or disputed OT reported. Bosun read and distributed STCW information. Crew asked steward to hold cookouts. Crew also requested meals be served 10 to 15 minutes early so watchstanders have more time to eat before returning for duty.

**LIBERTY STAR** (Liberty Maritime), May 5—Chairman John Neff, Secretary Henry Jones Jr., Engine Delegate Cliff Evans, Steward Delegate Randy Stephens. Chairman noted letter received from headquarters concerning STCW certificates. Secretary welcomed crewmembers signing on and thanked crew for job well done. He reminded everyone to upgrade at Paul Hall Center whenever possible. Educational director advised crew to attend tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for job well done.

**LNG LEO** (ETC), May 19—Chairman John Davis, Secretary Ron Aubuchon, Educational Director Larry Pittman, Deck Delegate Michael Presser, Engine Delegate Jeffery Yarmola, Steward Delegate Amy Rippel. Chairman announced union representative to meet vessel in Japan on May 24 and will be available to answer questions concerning contract negotiations. Educational director encouraged all members to upgrade at Lundeberg School, paying special attention to tanker operation/safety course. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew extended special vote of thanks to galley gang and Chief Steward Ronald Aubuchon for an outstanding job done during his first voyage as steward on the ship. Next port: Osaka, Japan.

**OMI COLUMBIA** (OMI Corp.), May 12—Chairman Greg Hamilton, Secretary William Bragg, Educational Director George Montgomery, Deck Delegate Craig Holdredge, Engine Delegate Eddy Newman, Steward Delegate Mary L. Brayman. Chairman noted that unsatisfactory mattresses received last trip were sent back and new mattresses should arrive in port of San Francisco. Bosun circulated STCW forms and urged crewmembers to take opportunity to apply for certificates by mail. He reminded crew to separate oily rags from regular trash. Secretary asked crewmembers to fill out repair list. Educational director discussed importance of obtaining STCW certificates before deadline. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Engine delegate asked for clarification of OT item in contract. Bosun announced notice posted from OMI concerning base pay increase effective April 1. Next port: El Segundo, Calif.

**OVERSEAS MARILYN** (Maritime Overseas), May 26—Chairman Mark Galliano, Secretary P. Cook, Deck Delegate James Brinks, Engine Delegate A. Hickman Jr., Steward Delegate Samuel Conception. Chairman noted new mattresses ordered for crew. Secretary thanked crewmembers for general upkeep of ship and stressed importance of upgrading skills at Piney Point. He also advised crew to attend tanker operation/safety course being offered at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Chairman advised crew to refer to *Seafarers LOG* for current union news. Bosun reported captain has advised that

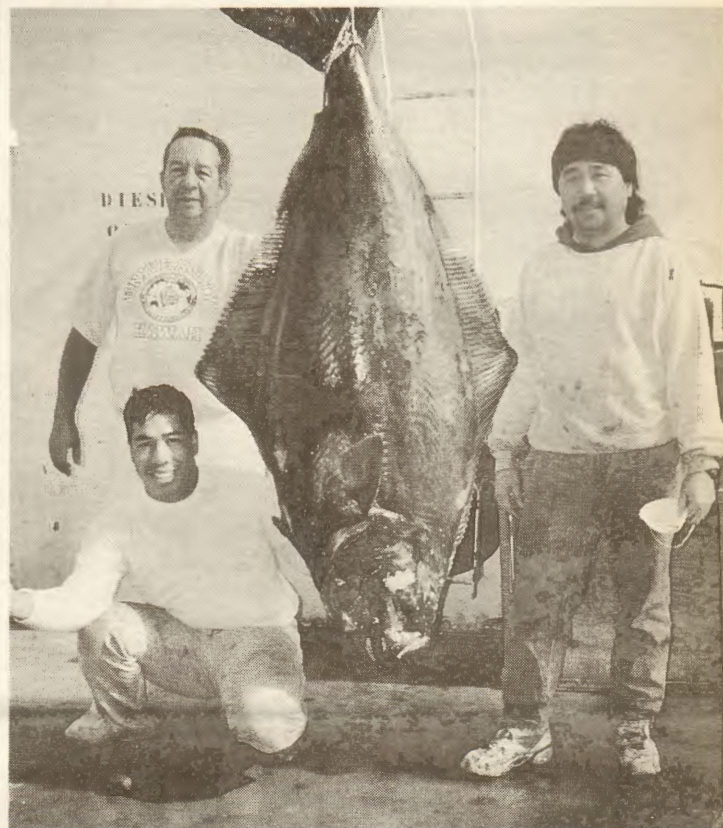
new commercial toasters are on order. Next port: Pascagoula, Miss.

**OVERSEAS NEW YORK** (Maritime Overseas), May 2—Chairman Mark Lamar, Secretary Barbara Stevenson, Educational Director George Phillips, Deck Delegate Michael Murphy, Steward Delegate Martin Qader. Chairman discussed ship's new charter to export Alaskan oil following 24-month layup. He praised crew for cleaning ship and thanked them for doing the best job possible to help accomplish goals set by captain to get vessel in shape. Bosun and crew discussed five days lodging with no hot water and no heat. Secretary noted new microwave received for crew mess hall. Educational director stressed importance of upgrading at Piney Point to stay educated aboard tanker destined to export Alaskan oil. He stated ship still at dock with

detailed in letter from SIU headquarters. No beefs or disputed OT reported. Crew requested wall-mounted fans in crew quarters. Next port: Texas City, Texas.

**SEA-LAND CHALLENGER** (Sea-Land Service), May 12—Chairman Amado Abaniel, Secretary Donna Jean Clemons, Educational Director Brian R. Connell, Deck Delegate Mike F. Ortiz, Engine Delegate Samuel Garrett, Steward Delegate Shari Hardman. Bosun informed crewmembers of need for STCW identification certificate. He advised crew who intend to continue sailing aboard tankers to enroll in the tanker operation/safety course at Paul Hall Center. Chairman encouraged members to support union and protect jobs through SPAD donations. He reported estimated arrival in port of Oakland, Calif. on May 14. Secretary announced movies moved into

## Fish for a Week



Weighing in at about 150 pounds, this halibut made a variety of meals for OMI Columbia crewmembers. Chief Steward Jerry Dantino (standing, left) caught the fish during his off-duty time when the OMI Corp. vessel was in Valdez, Alaska. Joining Dantino on deck are AB Feliciano M. "Juan" Gimutao Jr. (kneeling) and SA Benjamin C. Sandoval.

unknown itinerary. Repair list discussed and crew talked about keeping good communication flowing among departments. Steward delegate asked crew to help preserve and clean linens until new order is received. Crew complimented galley gang on great meals. Steward delegate asked entire crew to pitch in to help keep common areas clean. Crew discussed May 7 visit of SIU President Michael Sacco and Maritime Overseas officials.

**OVERSEAS VALDEZ** (Maritime Overseas), May 16—Chairman Roberto Zepeda, Secretary Tyler Laffitte, Deck Delegate Tan Ah Joon, Engine Delegate Andrew Lopez, Steward Delegate Brian McEleney. Chairman advised all ABs, chief pumpmen and second pumpmen who sail in international waters to have an STCW certificate of identification by October 1, 1996. He noted there is no charge for the certificate — it is a supplement to z-card. No beefs or disputed OT reported. Crew asked contracts department to look into decreasing amount of seetime required for vacation. A vote of thanks was extended to galley gang for job well done.

**RICHARD G. MATTHIESEN** (Ocean Shipholding), May 3—Chairman James T. Martin, Secretary L. McElroy, Educational Director Kelly Mayo, Deck Delegate Wayne Casey, Engine Delegate Dean Dobbin, Steward Delegate Michael Poolar. Treasurer announced \$470 in ship's fund. Chairman discussed STCW certificate requirements as

galley area. He thanked crewmembers for movie donations and reported purchase of 45 new videos, leaving \$100 in fund to be used for next purchase. Educational director also discussed importance of attending tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Bosun thanked galley gang for extra pounds put on during voyage due to excellent food.

**SEA-LAND CRUSADER** (Sea-Land Service), May 31—Chairman Gregorio Ortiz, Secretary Nelson Morales, Educational Director Douglas Greinner. Crew requested new washing machine and larger TV. Chairman noted everything in good order. Crew asked contracts department for update on contract negotiations. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

**SEA-LAND DEFENDER** (Sea-Land Service), May 26—Chairman William J. Dean, Secretary Roger Linasan, Educational Director Henry L. Paquin, Deck Delegate Robert L. Raney, Engine Delegate Horst G. Baetjer, Steward Delegate Colleen J. Mast. Chairman announced gangway watch in shipyard and advised crew to report all beefs directly to him. Educational director urged members to upgrade skills at Lundeberg School when possible. No beefs or disputed OT reported. Bosun reminded crew to obtain STCW certificates prior to October 1, 1996. Next port: Oakland, Calif.

Continued on page 21



# 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 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

Continued from page 18

to 1945. Boatman Granstrom began receiving his pension in July 1977.

### CURTIS GRUBBS

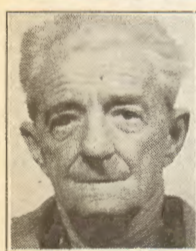
Curtis Grubbs, 28, passed away March 25. A native and resident of Mississippi, he began sailing with the Seafarers in 1986 as a member of the deck department. Boatman Grubbs sailed primarily aboard Or-gulf Transportation vessels.

### JAMES R. LOPES



James R. Lopes, 72, died June 2. Boatman Lopes began sailing in the 1940s and joined the SIU in 1981 in the port of New York. The Massachusetts native last sailed in the steward department as a chief cook.

### WILLIAM R. MERRILL



Pensioner William R. Merrill, 81 passed away June 30. Born in North Carolina, he became a member of the Seafarers in 1960 in the port of Norfolk, Va.

The deck department member sailed primarily on vessels operated by Curtis Bay Towing Co. Boatman Merrill retired in December 1976.

### HOLLIS G. NEAL



Hollis G. Neal, 41, died May 14. He started his career with the SIU in 1994 in the port of St. Louis. The deck department member sailed primarily on

vessels operated by Orgulf Transportation. Born in Mississippi, Boatman Neal made his home in Tennessee.

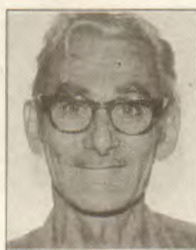
### EARL ODOM



Pensioner Earl Odom, 62, passed away June 28. Boatman Odom became a member of the Seafarers in 1957 in the port of Mobile, Ala. He sailed

in the engine department, most recently as a chief engineer. A native of Alabama, he retired in April 1994.

### CLYDE J. ROBERTSON



Pensioner Clyde J. Robertson, 70, died May 30. He started his career with the SIU in 1956 in the port of Baltimore. The Virginia native sailed in the engine department. A veteran of World War II, he served in the U.S. Army from 1943 to 1946. Boatman Robertson retired in November 1984.

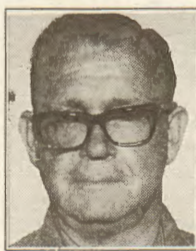
### FERDINAND J. TRUXILLO



Pensioner Ferdinand J. Truxillo, 80, passed away February 4. A native of Louisiana, he joined the Seafarers in 1976 in the port

of New Orleans. The deck department member upgraded at the Lundeberg School to vessel operator and last sailed as a tugboat captain. Boatman Truxillo began receiving his pension in November 1981.

### RAYMOND T. WALTERS



Pensioner Raymond T. Walters, 69, died May 29. He began sailing with the SIU in 1967 from the port of Jacksonville, Fla. The

Florida native last sailed in the steward department as a chief cook. From 1943 to 1955, he served in the U.S. Army and the U.S. Coast Guard. Boatman Walters retired in July 1991.

### GREAT LAKES

### JOSEPH VENTRESCA



Joseph Ventresca, 65, passed away June 13. Born in Italy, he joined the Seafarers in 1955 in the port of Buffalo, N.Y. Brother

Ventresca sailed as a member of the engine department and was a resident of Ohio.

JULY / AUGUST 1996

- TRANSPORTATION & TRAVEL**
- ALITALIA AIRLINES  
Air transport for passengers and freight ▶ *Machinists*
- BRIDGESTONE/FIRESTONE, INC.  
Tires. Brands include: Bridgestone, Firestone, Dayton, Triumph, Road King, Roadhandler (except Roadhandler Touring A/S with the code "DOT CC..." molded into the sidewall) ▶ *Steelworkers*
- FOUR POINTS BY SHERATON  
Hotel in Waterbury, Conn.  
▶ *Hotel Employees & Restaurant Employees*
- GO-MART GAS  
Gasoline sold at Go-Mart convenience stores and truck stops ▶ *Oil, Chemical & Atomic Workers*
- KAUAI RESORT  
Hotel in Kapaa, Hawaii  
▶ *Longshoremen & Warehousemen*
- KAWASAKI ROLLING STOCK, U.S.A.  
Railroad cars ▶ *Transport Workers*
- MICHELIN  
Michelin brand tires ▶ *Steelworkers*
- OGLEBAY PARK  
Wheeling, W. Va., park/resort/recreation complex  
▶ *Hotel Employees & Restaurant Employees*
- FOOD & BEVERAGES**
- CALIFORNIA TABLE GRAPES  
Table grapes that do not bear the UFW label on their carton or crate ▶ *Farm Workers*
- COOK FAMILY FOODS, LTD.  
Hams and ham steaks: Cook's, Blue Bird, Fire Side, Lancaster, Nottingham, Shaws, Sherwood, Super Tru, TV's labels ▶ *Service Employees*
- DIAMOND WALNUT CO.  
Diamond brand canned and bagged walnuts and walnut pieces ▶ *Teamsters*
- FARMLAND DAIRY  
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York ▶ *Teamsters*
- MOHAWK LIQUEUR CORP.  
Mohawk label gin, rum, peppermint schnapps, and cordials ▶ *Distillery, Wine & Allied Workers*
- TYSON/HOLLY FARMS CHICKEN  
Chicken and processed poultry products ▶ *Teamsters*
- MISCELLANEOUS**
- BELL ATLANTIC/NYNEX MOBILE SYSTEMS  
Cellco cellular phone system  
▶ *Communications Workers and Electrical Workers*
- BLACK ENTERTAINMENT TELEVISION  
BET cable television, Action pay-per-view, Bet on Jazz ▶ *Electronic Workers*
- R. J. REYNOLDS TOBACCO CO.  
Cigarettes: Camel, Winston, Salem, Doral, Vantage, More, Now, Real, Bright, Century, Sterling, YSL/Ritz; Tobacco: Prince Albert, George Washington, Carter Hall, Apple, Madeira Mixture, Royal Comfort; Little Cigars: Winchester ▶ *Bakery, Confectionery & Tobacco Workers*

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



# Ships Digest

Continued from page 19

**SEA-LAND ENDURANCE** (Sea-Land Service), May 19—Chairman **Christian Christensen**, Secretary **Ray Garcia**, Educational Director **George Evosevitch**, Deck Delegate **Mark Stevens**, Steward Delegate **Steven Sun**. Chairman announced repair list turned in and work completed. Educational director urged members to donate to SPAD. Engine delegate reported beef. No beefs or disputed OT reported by deck or steward delegates. Crew thanked steward department for job well done. Next port: Long Beach, Calif.

**SEA-LAND HAWAII** (Sea-Land Service), May 14—Chairman **J. Carter**, Secretary **Brenda Kamiya**, Steward Delegate **Virgilio Rivera**. Chairman noted no response received about new dryer and shelves for crew laundry room. Crew discussed starting movie fund. No beefs or disputed OT reported. Crew asked contracts department to look into changing length of time required per job. Bosun stated a notice for draws and slop chest needs to be posted by captain. He commended crew for job well done.

**SEA-LAND SPIRIT** (Sea-Land Service), May 19—Chairman **Howard Gibbs**, Secretary **Steve Apodaca**, Educational Director **Charles Henley**, Deck Delegate **S. Grider**, Engine Delegate **Randolph Llanes**, Steward Delegate **Richard Casuga**. Chairman thanked all departments for cooperation during voyage and advised crew to apply for tanker operation/safety course at Paul Hall Center. Secretary stressed importance of donating to SPAD. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for great barbecue. Next port Kaohsiung, Taiwan.

**CHARLESTON** (Apex Marine), June 29—Chairman **Anthony Maben**, Secretary **Glenn Bamman**, Educational Director **Charles Mispagel**, Deck Delegate **Clemente Figueroa**, Engine Delegate **C. Clements**, Steward Delegate **Cecilio Suarez**. Chairman and crewmembers discussed new contract. Educational director advised Seafarers to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: St. Croix, U.S.V.I.

**LIBERTY SEA** (Liberty Maritime), June 5—Chairman **Tyronne Burrell**, Secretary **Kim Dewitt**, Deck Delegate **Rodney Pencer**, Engine Delegate **German Valerio**. Chairman thanked crew for job well done. Educational director advised members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

Bosun noted applications for tanker operation/safety course at Piney Point available. Crew asked contracts department to look into reducing seetime needed for eligibility requirements. Crew noted photo of crewmembers in Estonia submitted to *Seafarers LOG*. Next port: Galveston, Texas.

**LIBERTY SPIRIT** (Liberty Maritime), June 23—Chairman **Terry Cowans**, Secretary **Norman Evans**, Educational Director **J. Badgett**, Deck Delegate **D. Martin**, Engine Delegate **Oscar Padilla**. Chairman announced ship will pay off June 25 upon arrival in port. He asked all crewmembers signing off to replace linens in quarters. Crew noted slow mail service to vessel which will be reported to patrolman. Educational director reminded crew to return all movies before ship docks. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for job well done. Steward requested additional stores for long trips. Next port: Galveston, Texas.

**LIBERTY STAR** (Liberty Maritime), June 16—Chairman **John Neff**, Secretary **Henry Jones Jr.**, Engine Delegate **Cliff Stevens**, Steward Delegate **Randy Evans**. Bosun asked crew to leave rooms clean for next person signing on. Secretary thanked crew for keeping ship clean while in port and reminded members to upgrade skills at Lundeberg School. Treasurer noted purchase of several new movies. No beefs or disputed OT reported. Crew thanked steward department for job well done keeping ship clean. Crewmembers also noted food prepared by *Liberty Star's* galley gang is among best they have tasted. Next port: New Orleans.

**LIBERTY SUN** (Liberty Maritime), June 9—Chairman **Joseph Moore**, Secretary **Scott Opsahl**, Educational Director **Rogers Bankston**, Deck Delegate **Charles McPherson**, Steward Delegate **Jioia DeLeon**. Crew reported mattresses not yet received. Refrigerators and freezers in crew mess and crew lounge need repairs. Chairman announced all crewmembers will sign off ship in port of Mobile, Ala. He reminded them no personal items are to be left aboard. He asked crew to clean rooms and thaw out refrigerators for sanitary inspection before arrival in port. Bosun asked crew to turn in keys and safety gear at payoff. Secretary asked crew to remove all trash and linens from rooms prior to payoff. Educational director stressed importance of upgrading at Piney Point and writing senators urging them to support maritime revitalization legislation. No beefs or disputed OT reported. Steward delegate thanked deck and engine department members for speedy repairs. Crew re-

quested cooks to fit house to prevent being locked out while vessel is in port. Deck and engine departments thanked steward department for jobs well done. Crew also extended special vote of thanks to Chief Cook **DeLeon** for outstanding southern cooking and hospitality. Crew asked contracts department to look into extending vacation time for members.

**LNG CAPRICORN** (ETC), June 9—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **Otis Sessions**, Deck Delegate **Richard Lewis**. Chairman welcomed all crewmembers back aboard ship and reported smooth sailing. He noted ship scheduled to spend several days at anchor before loading cargo. Bosun encouraged members to keep up good work and wished everyone a safe tour. Secretary advised a crew ship clean. Educational director informed crewmembers they need STCW certificates by October 1, 1996 and forms are available. He urged members to upgrade at Lundeberg School as often as possible. Treasurer announced \$350 in ship's fund and discussed purchasing spices and sauces for chief cook in Bontang, Indonesia. No beefs or disputed OT reported. Bosun asked entire crew to work together to keep all areas of ship clean.

**LTC CALVIN P. TITUS** (Maersk Lines), June 12—Chairman **Scott Heginbotham**, Secretary **Hugh Wigdermuth**, Educational Director **David Patterson**, Deck Delegate **George Tamlin**, Engine Delegate **Carlos Dominguez**, Steward Delegate **Julio Guity**. Crew noted satisfaction with new shipboard library. Educational director recommended all members upgrade at Piney Point. No beefs or disputed OT reported. Crew discussed STCW information received from union headquarters. Crew asked contracts department to look into better medical coverage for dependents of SIU members. Crew requested new dryer and microwave. Crew noted a farewell party was held aboard the *Titus* for sister ship, the *Eric G. Gibson*, which departed **Diego Garcia** for the U.S.

**OOCL INNOVATION** (Sea-Land Service), June 16—Chairman **Felix Santiago**, Secretary **Robert Seaman**, Deck Delegate **Tom Arnold**, Engine Delegate **Fred Tierney**, Steward Delegate **Sang To Bae**. Chairman noted VCR switch has been repaired and furniture on order for crew lounge. Secretary thanked crew for returning all mess gear to galley. Treasurer announced \$50 in ship's fund and discussed purchase of movies in port of Boston. Crew extended vote of thanks to steward department for good food and menu variety and clean ship. Next port: Elizabeth, N.J.

**OOCL INSPIRATION** (Sea-Land Service), June 9—Chairman **Russ Barrack Jr.**, Secretary **Ekow Dofoh**, Educational Director **Pete Kanavos**, Deck Delegate **Danny Miller**, Steward Delegate **James Padmore**. Chairman noted smooth sailing. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew listed VCR broken and new one expected to arrive in port of Elizabeth, N.J. Crew requested new radio in crew lounge and thanked steward department for job well done. Next port: Boston.

**OVERSEAS ALASKA** (Maritime Overseas), June 27—Chairman **Tim Koebel**, Secretary **Ron Malozi**, Educational Director **Cary Pratts**, Deck Delegate **Steve Bush**, Steward Delegate **William Daly**. Chairman and crew discussed new contract. Bosun advised crewmembers to return videotapes when finished viewing them. No beefs or disputed OT reported. Chairman noted captain has given permission for purchase of new refrigerators in Tacoma, Wash.

**OVERSEAS NEW YORK** (Maritime Overseas), June 9—Chairman **Mark Lamar**, Secretary **Barbara Stevenson**, Educational Director **George Phillips**, Deck Delegate **Michael Murphy**, Engine Delegate **Dennis Riley**, Steward Delegate **Martin Qader**. Chairman announced ship will arrive in port of Long Beach, Calif. on June 12. Secretary advised all crewmembers to separate trash and plastics. Educational director reminded crew to upgrade at Lundeberg School. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew requested antenna, converter for tape rewinder and cable to hook up TV. Steward noted displeasure with food supplier. Crew requested new washer and dryer be hooked up in laundry room.

**SEA-LAND CONSUMER** (Sea-Land Service), June 25—Chairman **Frank Adams**, Secretary **Jerome Jordan**, Educational Director **Irwin Rousseau**, Deck Delegate **Roberto Diaz**, Engine Delegate **W.P. Jemison**, Steward Delegate **Arthur Lang**. Crew asked for mail boxes in New Jersey and phone booths placed on dock in San Juan, P.R. Chairman asked everyone to donate to SPAD. A vote of thanks was given to steward department for "four star" barbecues and superb meals. Secretary urged members to upgrade at Paul Hall Center and thanked deck department members for job well done keeping ship in order. Educational director reminded members to keep informed through *Seafarers LOG*. No beefs or disputed OT reported. Crewmembers requested copy of new contract.

**SEA-LAND EXPEDITION** (Sea-Land Service), June 16—Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Sam Negron**. Chairman reported smooth sailing with payoff upon arrival in Elizabeth, N.J. No beefs or disputed OT reported. Bosun noted exceptional bunch of crewmembers aboard ship and excellent meals prepared by steward department.

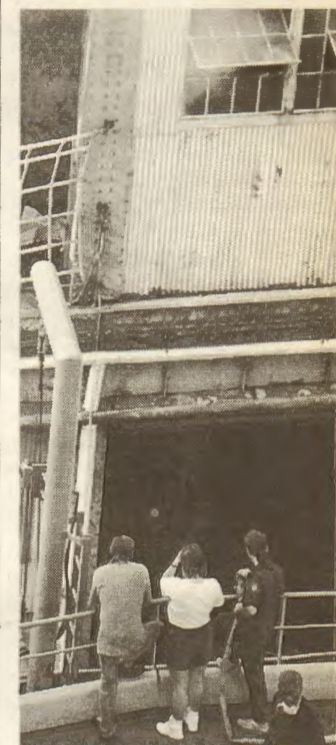
**SEA-LAND INDEPENDENCE** (Sea-Land Service), June 22—Chairman **T.A. Alanano**, Secretary **Joseph Smith**. Chairman urged members to return to Lundeberg School as often as possible to upgrade skills. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Bosun advised crew that ABs, chief pumpmen and second pumpmen who sail in international waters must have STCW certificate as a supplement to z-card by October 1, 1996.

**SEA-LAND INNOVATOR** (Sea-Land Service), June 2—Chairman **Robert Pagan**, Secretary **Jose Bayani**, Educational Director **Herman Manzer**, Deck Delegate **Walter Weaver**, Engine Delegate **Crescencio Suazo**, Steward Delegate **John Bennett**. Bosun thanked galley gang for good meals. He noted company is working on obtaining visas for crewmembers so everyone can go ashore in Shanghai on their off time. Secretary thanked bosun, deck and engine departments for cooperating in keeping crew lounge and mess hall clean. Educational director encouraged members to take advantage of courses offered at Lundeberg School. No beefs or disputed OT reported. Crew noted separate washing machine needed for dirty work clothes. Next port: Long Beach, Calif.

**SEA-LAND NAVIGATOR** (Sea-Land Service), June 23—Chairman **Werner Becher**, Secretary **Muhammad Sanli**, Educational Director **Dan Dean**, Deck Delegate **Stanley Parker**, Engine Delegate **M. Abdulla**, Steward Delegate **Gary Loftin**. Chairman reported ship to pay off upon arrival in Tacoma, Wash. on June 28. He asked crew to keep

doors locked while in port and noted medical and vacation forms available. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew asked contracts department to look into providing members with medical insurance card as proof of insurance.

## Capella at the Ready



When a recent morning fire broke out at a paper factory next to where the *USNS Capella* was docked in Baltimore harbor, members from the Bay Tankers' vessel got out a hose to help in any way they could. Wiper Rick Casaine sent this photo to the *LOG*.

**SEA-LAND PACIFIC** (Sea-Land Service), June 2—Chairman **Dennis Brown**, Secretary **Clyde Smith**, Deck Delegate **Thomas Luketich**, Engine Delegate **Omar Sharif**, Steward Delegate **Amanda Suncin**. Treasurer announced \$629 remains in ship's fund following purchase of VCR and movies. Crew discussed letter received from headquarters concerning STCW certificates needed by crewmembers prior to October 1 deadline. Next port: Tacoma, Wash.

**SEA-LAND RELIANCE** (Sea-Land Service), June 16—Chairman **Perry Greenwood**, Secretary **Gene Sivley**, Educational Director **Steve Biglow**, Engine Delegate **James Brown Jr.**, Steward Delegate **Richard Manalo**. Chairman asked crewmembers signing off to clean rooms. He advised crew of pay off in port of Tacoma, Wash. on June 21. No beefs or disputed OT reported. Crew requested new locks on doors to rooms. Crew thanked galley gang for job well done.

**SEA-LAND TACOMA** (Sea-Land Service), June 18—Chairman **Dan Fleeharty**, Secretary **Harry Lively**, Educational Director **Kevin Bertel**, Deck Delegate **Steve Baker**, Engine Delegate **J. Hansford**, Steward Delegate **James Ball**. Chairman announced payoff in port of Tacoma, Wash. and informed crew that patrolman will be able to answer questions concerning new contract. Educational director reminded crewmembers that 1996 is an election year for both the president of the U.S. and officers of the SIU. No beefs or disputed OT reported.

**SEA-LAND VOYAGER** (Sea-Land Service), June 23—Chairman **Stephen Garay**, Secretary **Emanuel Douroudous**, Educational Director **Raymond Clock**. Treasurer announced \$50 in ship's fund. No beefs or disputed OT reported. Crewmembers discussed letter from headquarters clarifying payoff policy. Bosun noted everything running smoothly. He extended vote of thanks to steward department for an exceptional job—from the sanitation of the ship to delicious daily meals.

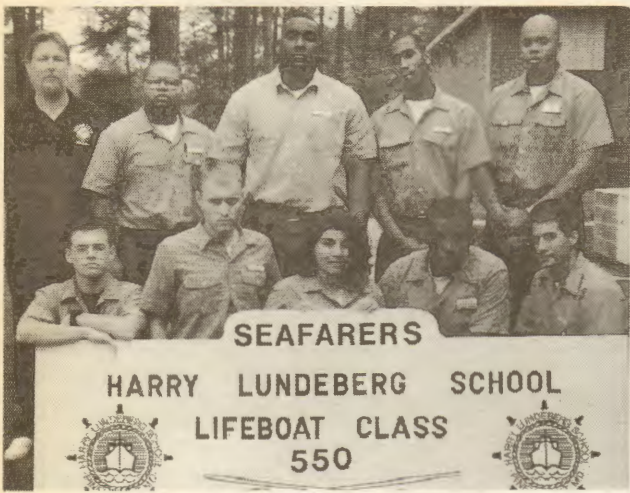
## Warm Smiles for a Cold Day



After the *Liberty Sea* tied up in port in Estonia, members of the crew huddled in the cold air for a group photo. They are (from left) Bosun **Tyronne Burrell**, DEU **George Vitello**, DEU **Frank Cottongin III**, AB **Jim Barrett** and AB **Rodney J. Pence**.



# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 550**—Graduating from trainee lifeboat class 550 are (from left, kneeling) Clifton Radtke, Jason Stanley, Natalie Rivas, Kyrn Norman, Gregory Tarullo, (standing) Jeff Swanson (instructor), Elc Crum, Terri Prim, Domeicus Peay and Tyron Dortch.



**Upgraders Lifeboat**—Certificates of lifeboat training were received by the June 24 class of upgraders. They are (from left) Ben Cusic (instructor), George Gauggel, Guillermo Blanco and Josie Tio.



**Marine Electronics Technician I**—Completing the six-week Marine Electronics Technician I course on June 24 are (from left, seated) Stanley Castro, Craig Niedzielski, (standing) Russ Levin (instructor), Brian Sengelau and Richard Robertson.



**Refrigeration Maintenance**—Receiving certification for completion of the refrigeration maintenance course on June 4 are (from left, kneeling) James Perez, Brian Wilder, (second row) Melvin Layner, Faustino Pereira, Stanley Golden, Robert Mayer, Richard Davis, (third row) Eric Malzkuhn (instructor), Owen Duffy, Lee Laffitte, Joseph LeTang, David Williams and Marcos Hill.



**Able Bodied Seaman**—Seafarers graduating from the able bodied seaman class on June 24 are (from left, kneeling) Willie Jones, Phillip Morris, Robert Ameel, Raphael D'Ambrosio, Pedro Ramos, Tom Gilliland (instructor), (second row) William Ramos, James Bynum, Rodney Roberson Sr., Terrance Carmody, George Claiborne Jr., Shad Ball, Mike Stringer, (third row) Andre Cunningham, Arthur Patterson, Kent Doctor, Christopher Mattair, August Raquedan, Anton Sulic, Jeff Treadwell and Patrick Neary.



**Tanker Operation/Safety**—Seafarers completing the tanker operation/safety course on June 4 are (from left, sitting) Burlin Pinion, James Souci, Rick James, Vince Pincatore (instructor), (second row) Joseph Arnold, Julian Mendoza, Jaime Landeira, Konstantine Prokovas, Jose Caballero, Bruce Childers, Percy Payton, Richard Hindson, Michael Briscoe, (third row) Victor Sapp, Bruce Zeigler, Lanette Lopez, Stephen Argay, Janet Price, Patrick Ray, (fourth row) Rudolfo Morera, Bonifacio Fortes, Manuel Oliveira, Arlene Ringler, Cynthia Caster, Justin Cook, James McCormick, Dave Claypool, Joseph Humphrey, Michael Plante, Kathy Shaner, Eusebio Zapata, (fifth row) Maximo Lugtu, Larry Phillips, Michael Edwards, Alula Teferi, Henry Peterson Jr., John Lamprecht, Glenn Bamman, Danny Brown, Fitsum Yohannes and André Bennett.

**Tanker Operation/Safety**—On July 2, another group of Seafarers graduated from the tanker operation/safety course. They are (standing far left) Jim Shaffer (instructor), Faustino Pereira, (from left, kneeling) Manuel Guanga, Reginald Watkins, James Fekany, Kimberly Vaughan, James White, Romeo Lugtu, (second row) William Weekley, Siddik Hubair, Ramadan Aly, David Graves, Brian Rotchford, (third row) Tom Barrett, Marius Louw, William Bragg, Andre Skevnick, Bruce Burroughs, Charles Williams, Alejo Fabia, Jim Romeo, (fourth row) Edward Self, Cyrus Brewster, Jason Smith, Pedro Ramos, Kenneth Whitfield, Leoncio Castro, (fifth row) William Brinson Jr., Allan McCoy, Reuben Fife, John McClinton, Alvin Jackson, Norberto Vera, (sixth row) Richard Wilson, Lloyd Stock, Sheldon Greenberg, Duane Bergeson, George Hoopes and Christopher Conway.





## LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13
Celestial Navigation	September 30	November 8

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 14	December 13
Hydraulics	November 11	November 29
Power Plant Maintenance	November 4	December 13
Third Assistant Engineer	September 23	December 13

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Operation/Safety	September 30 October 21 November 18	October 11 November 8 December 6
Tankerman Recertification	October 14 November 11	October 25 November 22
Advanced Firefighting	September 30	October 11

### Inland Courses

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

### Additional Courses

Course	Start Date	Date of Completion
Adult Basic Education (ABE)	October 14	November 22
English as a Second Language (ESL)	September 2	October 11

*The Lundeberg School is presently working on its 1997 calendar of courses. As soon as the dates are finalized, the schedule will appear in upcoming issues of the Seafarers LOG.*

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

## UPGRADING APPLICATION

Name \_\_\_\_\_  
(Last) (First) (Middle)

Address \_\_\_\_\_  
(Street)

\_\_\_\_\_  
(City) (State) (Zip Code)

Telephone \_\_\_\_\_  
(Area Code) (Month/Day/Year)

Deep Sea Member  Lakes Member  Inland Waters Member

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses?  Yes  No

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

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

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

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

COURSE	BEGIN DATE	END DATE

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

*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.*

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

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 8/96



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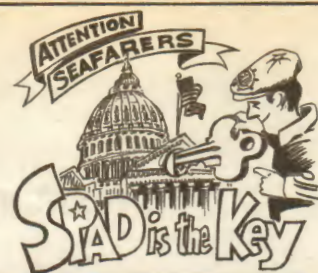


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# Seafarers Log

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## Fleet Blessing Overshadowed by Fishing Restrictions



Fully decorated for New Bedford's Blessing of the Fleet, the *T. Luis* sails before the reviewing stand with Seafarers, family and friends on deck.

### Seafarers Join Lawsuit to Restore Balance

Blue skies and calm seas greeted the participants in the 27th annual Blessing of the Fleet ceremony, which took place July 7 along the New Bedford, Mass. waterfront.

But the event was tempered by newly issued restrictions that affect the livelihoods of fishermen in the area. This was evidenced by a relatively low turnout of boats.

"Many vessels remained tied up because new government fishing restrictions which began on July 1st have severely limited the number of days they can fish," New Bedford Port Agent Henri Francois noted. "These restrictions come on top of 1994 rules which, while tough, were showing signs of increasing the amount of fish in the fishing grounds."

The SIU has responded to these additional restrictions by joining in a lawsuit to put them on hold until the current conservation rules have been evaluated by scientists.

"Fishermen are out at sea for 10 to 12 days at a time, and they see the recovery of cod and had-dock stocks from the very low points they had reached. Without

changes to the current rules, our members will continue to be squeezed in an economic vise," Francois observed.

He added that the union would be submitting testimony in upcoming hearings in the U.S. House of Representatives on the economic impacts of these rules.

"I believe that Congress is looking out for the working men and women in this industry. With the help of good people like Representative [Barney] Frank (D-Mass.) and Senator [Ted] Kennedy (D-Mass.), who represent New Bedford fishermen, a balance between conservation and the ability to work will be restored. Then, we will be able to celebrate the annual Blessing of the Fleet the way we used to. Until that time, we will keep fighting these unfair measures that are preventing our members from working."

Despite the serious issues confronting the industry, there was plenty of enthusiasm during the annual Blessing of the Fleet.

Led by the *T. Luis*, SIU-crewed fishing boats claimed the top three prizes in the vessel decorating competition.

As part of the celebration,

fishing boats from the local fleet are decorated by their crewmembers to sail before a reviewing stand that included elected officials, members of the business communities and representatives from New Bedford's religious community.

Crewed by Captain/Owner Antonio L. Santos, Mate Joao Marcalo, Engineer Jose Martelo and Cook Mario P. Santos, the *T. Luis* captured first place after finishing second last year.

Awarded second place this year was the *Portugal*, captained by Antonio Gravato. Also sailing aboard the *Portugal* were Mate Jose Gravato, Engineer Jose Cruz, Cook Isidro Fonccca and Deck Jose Rosas.

Garnering the third place award was the *Atlantic Star*. Serving as the crew of this vessel were Captain/Owner Antonio Oliveira, Engineer Joao Parreira, Mate Joaquin Matos and Cook Manuel J. Neno.

The annual blessing allows the community to remember those who have lost their lives at sea as well as ask for protection, good luck and bountiful waters in the year ahead.



Second prize in the celebration went to the SIU-crewed *Portugal*.



The third-place winner, the *Atlantic Star*, moves into position at the annual blessing of the fleet ceremonies.



Among the guests sitting on the reviewing stand for the July 7 blessing were (from left) Howard Nickerson, director of the Offshore Mariners Assn; Henri Francois, New Bedford SIU port agent; Susan Rothschild and Dr. Brian Rothschild, director of marine science at the Univ. of Mass. at Dartmouth.



Local pleasure craft join with the fishing boats to form a flotilla for the waterfront festivities.

### Pa. Vets Honor WWII Mariners



The Mon Valley (Pa.) Chapter of the American Merchant Marine Veterans recently dedicated a memorial honoring the United States merchant marine of World War II. The monument, a granite bench donated by a local business, is situated in McKeesport, Pa.'s Memorial Park, near city hall. Democratic Congressman Michael Doyle took part in the dedication. Pictured above are members of the chapter, including retired Seafarer Pete Salvo (front row, second from right).